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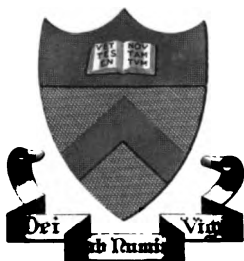
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TWENTY-FIFTH

B.

ANNUAL REPORT

OF THE

Board of Directors

OF THE

Pennsylvania Railroad Co.

TO THE

STOCKHOLDERS,

FEBRUARY 20, 1872.

---

PHILADELPHIA:

E. C. MARKLEY & SON, PRINTERS, 422 LIBRARY STREET,  
1872.



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DIRECTORS  
OF THE  
**Pennsylvania Railroad Company,**  
FOR THE  
YEARS 1872 and 1873.

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BY THE STOCKHOLDERS.

J. EDGAR THOMSON,  
JOSIAH BACON,  
WISTAR MORRIS,  
WASHINGTON BUTCHER,  
GEORGE BLACK, PITTSBURGH,

SAMUEL T. BODINE,  
JOSEPH B. MYERS,  
EDWARD C. KNIGHT,  
JOHN M. KENNEDY,  
JOHN RICE.

BY THE CITY OF PHILADELPHIA.

WILLIAM ANSPACH,

G. MORRISON COATES,  
ALEXANDER M. FOX.

BY THE BOARD.

THOMAS A. SCOTT,  
EDMUND SMITH,

HERMAN J. LOMBAERT,  
GEORGE B. ROBERTS.

PRESIDENT,  
J. EDGAR THOMSON.

VICE-PRESIDENTS,

THOMAS A. SCOTT,  
EDMUND SMITH,

H. J. LOMBAERT,  
GEO. B. ROBERTS.

Treasurer,  
THOMAS T. FIRTH.

Secretary,  
JOSEPH LESLEY.

General Solicitor,  
WILLIAM J. HOWARD.





# ANNUAL MEETING.

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*Philadelphia, February 20, 1872.*

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held at 10 o'clock A. M. at Concert Hall.

The Hon. William S. Stokley, Mayor of Philadelphia, was called to the Chair, and John P. Green appointed Secretary.

The Annual Report of the Board of Directors for the year 1871 was read.

Mr. Solomon W. Roberts then offered the following resolution :—

*Resolved*, That the Report of the Board of Directors for the year 1871, be, and it is hereby accepted by the Stockholders, and that it be published in pamphlet form.

Mr. Abraham Hart offered the following amendment :—

*Resolved*, That the thanks of the Stockholders, be, and the same are hereby expressed to Hon. J. Edgar Thomson, Presi-

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dent, to the several Vice Presidents, to the General Manager, the several Heads of Departments and their subordinates, for the zeal, fidelity, and ability with which they have discharged their respective offices and duties during the past year.

The amendment was adopted, and the question being taken on the resolution as amended, it was also adopted.

Mr. John Hulme then moved

That the Board of Directors of the Pennsylvania Railroad Company be, and are hereby instructed to appropriate such an amount as may be necessary to purchase the cars now owned and being used on the Pennsylvania Railroad, and its controlled connections, by fast freight lines and other outside companies, and by individuals, to the end that said cars become the property of the Pennsylvania Railroad in fee, and used on the road and its controlled connections for the interest of the Stockholders and the customers of the road.

On motion of Mr. Theodore Cuyler,

The Resolution offered by Mr. Hulme was referred to the Board of Directors, with a request that they print their reply thereto.

On motion of Mr. Solomon W. Roberts, it was

*Resolved*, That the Board of Directors be, and they are hereby fully authorized and empowered to carry into effect the

suggestions of the report touching an increase of capital stock and all other suggestions and recommendations therein contained, and for this purpose to obtain and to accept any legislation they may deem requisite.

On motion, the thanks of the meeting were then tendered to his Honor, the Mayor, for the able and impartial manner in which he had presided over their deliberations.

The meeting then adjourned.

WM. S. STOKLEY,  
*Chairman.*

JNO. P. GREEN,  
*Secretary.*



# TWENTY-FIFTH ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,  
*Philadelphia, February 19, 1872.*

To the Stockholders of the

Pennsylvania Railroad Company :

Your Directors feel much gratification in submitting to you the following very satisfactory statements of the business of your Railways, during 1871.

The earnings of your Main Line, 358 miles in length and 258 miles of Branches, were :

From Passengers, - - - - -	\$3,719,264 36
“ Emigrant Passengers, - - - - -	156,392 12
“ Mails, - - - - -	147,893 12
“ Express Matter, - - - - -	362,349 90
“ General Freights, - - - - -	14,052,304 51
“ Miscellaneous Sources, - - - - -	281,632 84
	<hr/>
	\$18,719,836 85

## EXPENSES.

For Conducting Transportation, - - -	\$4,039,751 60
“ Motive Power, - - - - -	3,049,027 28
“ Maintenance of Cars, - - - - -	1,202,521 74
“ Maintenance of Road, - - - - -	3,302,286 95
“ General Expenses, - - - - -	229,845 77
	<hr/>
	\$11,823,433 34
Leaving net earnings in 1871, - - - - -	<hr/>
	\$6,896,403 51
	<hr/>

The total amount of revenues compared with last year, is :

1871,	-	-	-	-	-	-	-	-	-	-	-	\$18,719 836 85
1870,	-	-	-	-	-	-	-	-	-	-	-	17,531,706 82
												<hr/>
Increase,	-	-	-	-	-	-	-	-	-	-	-	\$1,188,130 03
												<hr/>

The changes in the sources of revenue are shown below :

Increase in First Class Passengers,	-	-	-	-	-	-	\$123,893 16
"    Freights,	-	-	-	-	-	-	1,259,144 04
"    Mails,	-	-	-	-	-	-	1,149 67
"    Express Matter,	-	-	-	-	-	-	51,564 12
							<hr/>
Total,	-	-	-	-	-	-	\$1,435,750 99
							<hr/>

The only items of income that show a decrease are Emigrants, (\$6,279.80,) and Miscellaneous, (\$241,341.16). The first is accounted for, from circumstances connected with the war between France and Germany, and the latter from the large collections made in 1870 from other Railways for rents, &c., due to previous years.

The whole number of passengers carried in 1870 was 4,352,769, and in 1871, 4,699,985, an increase of 347,216, or nearly 8 per cent.

The average distance travelled by each passenger was  $32\frac{53}{100}$  miles, being  $2\frac{13}{100}$  of a mile less than in 1870.

The number of tons of freight moved (including 524,451 tons of fuel and other materials transported for the Company) was 7,100,294, embracing 3,161,441 tons of coal. It was last year 5,804,051 tons, showing an increase of over  $22\frac{1}{2}$  per cent.

The average charge per net ton per mile upon freights during the year was  $1\frac{2887}{10000}$  cents, against  $1\frac{549}{1000}$  cents last year,  $1\frac{718}{1000}$  cents the year previous and  $1\frac{906}{1000}$  cents in 1868, and per passenger  $2\frac{53}{100}$  cents per mile against  $2\frac{49}{100}$  cents last year, or an average decrease in rate of freight charges in 1871 below those of 1870 of  $10\frac{8}{100}$  per cent, and in passenger charges an increase of  $1\frac{61}{100}$  per cent per mile.

The actual cost of operating your Railroad, including Branch lines, in 1871, was  $60\frac{7}{100}$  per cent of its receipts.

The earnings of the Philadelphia and Erie Railroad in 1871, were :

From Passengers, - - - - -	\$607,878 94
" Freights, - - - - -	2,800,358 31
" Express Matter, - - - - -	38,030 10
" Mails, - - - - -	24,974 16
" Miscellaneous Sources, - - - - -	71,022 22
<hr/>	
Total (nearly \$12,300 per mile of road), - - -	\$3,542,263 73

The operating expenses during the same period were :

For Conducting Transportation, - - -	\$751,360 36
" Motive Power, - - - - -	741,272 21
" Maintenance of Cars, - - - - -	295,148 07
" Maintenance of Way, - - - - -	995,192 16
<hr/>	
	\$2,782,972 80
Showing a balance to credit of Philadelphia & Erie Railroad, <hr/>	<hr/> \$759,290 93

The number of tons of freight moved upon this line during the year, was 1,828,491 against 1,614,287 in 1870, and 1,302,041 in 1869, showing a steady annual increase of traffic.



The average charge made per mile on freights was  $1\frac{19}{1000}$  cents per ton, and the actual cost of its movement  $9\frac{9}{1000}$  mills per ton per mile, leaving a margin of profits of only  $2\frac{14}{1000}$  mills per ton per mile.

The increased tonnage in 1871 over 1870, was 214,204 tons, and the increase in revenue from freights \$341,203.79, and from passengers \$1,440.63. The total increase of revenues for the year being \$398,219.02.

The competition between this railway and its neighboring lines has reduced the rates of freight charged to the low average of one cent and two mills per ton per mile, which, notwithstanding the low cost that it has been worked at, does not afford an adequate margin of profit upon the large amount of capital invested in the line. The sparsely populated and unproductive character of the region traversed yields very little local freights for transportation that will bear liberal charges as a compensation for the reduced rates obtainable upon distant traffic.

The passenger traffic has shown a profit this year of \$38,221.46 against a loss in 1870 of \$5,932.09.

A small increase upon the rates of freight charged in 1871, with the annual increase of tonnage arising from the development of the resources of the region tributary to the line, will bring this road among the dividend paying railways. If its line had been in the first instance judiciously located, it would, ere this, have proven a profitable enterprise.

The "Low Grade Railway" across the Allegheny Mountains, now in rapid progress of construction by the Allegheny Valley Railroad Company, will intersect and use the Phila-

delphia and Erie Railroad for about 120 miles of its Eastern end, where the gradients are equally favorable, and when completed it must add materially to the revenues of this line. This "Low Grade Railway" overcomes the Allegheny Mountains—the great barrier to direct and easy transit between the West and East—by gradients against the heavy traffic, not exceeding 16 feet per mile on straight lines, ratably reduced upon the curved portions of the road.

The revenue of the lines operated by this Company in 1871, and the amounts paid for their working expenses, interest, and dividends, are as follows :

From the Pennsylvania Railroad and Branches,	-	-	-	\$18,719,836	85
" the Philadelphia and Erie Railroad,	-	-	-	3,542,263	73
				<u>\$22,262,100</u>	58

And the expenses of operating them were :

Pennsylvania Railroad,	-	-	-	-	\$11,823,433	34
Philadelphia and Erie Railroad (including						
\$759,290 93 net earnings paid to that company),				3,542,263	73	
				<u>\$15,365,697</u>	07	

The net profits of the year 1871 upon all the						
operations of the company being,	-	-	-	-	\$6,896,403	51
From which deduct dividends declared in May						
and November (each 5 per cent.) with the						
taxes paid thereon,	-	-	-	-	\$3,625,062	50
Interest paid by the Company after deducting						
interest and dividends received,	-	-	-	1,208,010	29	
Paid for the lease of the Harrisburg & Lancaster						
Railroad,	-	-	-	-	133,039	94
Annual payment to the State of Pennsylvania						
on account of interest and principal due						
upon the purchase of the works between						
Pittsburgh and Philadelphia,	-	-	-	460,000	00	
				<u>\$5,426,112</u>	73	

Leaving a balance to credit of Profit and Loss		
on account of the Pennsylvania Railroad of	- - -	\$1,470,290 78
But from which is to be deducted the excess of		
advances made by this Company over the		
amount received from the United Rail-		
road and Canal Companies of New Jersey		
and the Philadelphia and Trenton Railroad		
Company towards the payment of interest,		
dividends, and operating expenses, &c., prior		
to January 1, 1872, - - - - -	930,238 23	
Less profits of lease of Pittsburgh, Fort Wayne,		
and Chicago Railway, and Pittsburgh and		
Erie Railroad, until transferred to the Penn-		
sylvania Company on April 1, 1871, - -	184,824 02	
	<hr/>	\$745,414 21
Leaving a net balance to the credit of the		
business of 1871 of - - - - -	- - - - -	<u>\$724,876 57</u>

This balance is obtained from the business of your railway for the past year, after charging the amount (\$321,011.40), expended in straightening the old Philadelphia and Columbia Railroad, purchased of the State, and (\$440,512.45) the cost of substituting iron for wooden bridges, *steel rails* for iron rails, &c., upon the whole railroad, to maintenance of way, and placing the deficiency on the lease of the New Jersey railroads in 1871 to Expense Account.

The acceptance of the onerous terms of the lease of the property of the United Railroad Companies of New Jersey, is only to be justified, by the very great importance of securing to this Company a line terminating upon the Hudson River, where accommodations could be erected for the receipt and storage of

the traffic of the extended system of railways that you control connecting Philadelphia and New York, with all of the important commercial centres of the West—accommodations essential to the development of this traffic, and which it could not otherwise secure, without violating existing arrangements with those Companies.

The amount to be paid under the lease is \$1,948,500 per annum for division among the shareholders of the Companies; this Company receiving all of their assets and assuming all of their obligations.

For several years past the dividends of the United Companies have been at the rate of ten per cent. per annum, while their net revenues have not justified a rate exceeding seven per cent.; the deficiency having been made up from a surplus fund that had accrued during the war, which has become exhausted.

The terms of this lease required the delivery of these works on the first of July last, but in consequence of an injunction obtained by dissatisfied shareholders, from the Chancellor of New Jersey, this was not effected until the first of December—too late to introduce, before the close of the year, any reforms in their administration with a view to lessen the cost of operating them. This circumstance has materially increased the amount that we have had to advance under the lease, on account of the business of 1871. It is believed, however, that by vigorous reforms in their future administration, and the constantly increasing tonnage that we shall throw upon these works, that they will in a few years meet the high rental agreed to be paid for them. Their revenues cannot be increased, by an increase

of the rates of transportation, as these have generally been kept too high to produce the best net results.

In its last Annual Report the Board referred to the disposition it proposed to make of the large interest that this Company had acquired in railways beyond Pittsburgh, for the purpose of connecting your main line with the trade centres of the West; the object being to secure, by a single management of these works, harmonious action throughout the entire system of railways that we control, and at the same time to obtain the best results from the large amount of rolling stock upon them, by transferring, as occasions may require, portions of that of one line to another, where the demand for its use was more urgent and important to the interest of the Company and the public. With this object in view, a charter was obtained for the "Pennsylvania Company," and all the interest held by this company in these lines (except in the Cleveland, Mount Vernon, and Delaware Railroad) essential to their control, transferred to it for a sum which *fully* covers their cost to us with interest, and preferred six per cent. shares amounting to \$8,000,000 received in payment therefor. This stock to participate in all of the profits of the Company above 6 per cent.

The capital of the Pennsylvania Company is fixed at \$12,000,000, four millions of which is to be common stock that may be disposed of to individuals at not less than par. Of this stock, only \$200,000 has been subscribed for, all of which has been taken by its managers to perfect the organization of the Company.

The operations of the "Pennsylvania Company," since it entered into possession of these works, on the first of April last,

have been very satisfactory; demonstrating fully its ability, after 1871, to make regular dividends to its shareholders of not less than six per cent. per annum; while the original object that this Company had in making these investments has been secured.

In organizing the Pennsylvania Company it was understood that the whole of the net revenues accruing to it during 1871, from the lines committed to its charge, were to be expended in their maintenance and improvement, and in additions to its rolling stock, which has been done, and the property in consequence is very greatly improved.

Since your last annual meeting this Company has acquired a lease of the Pittsburgh & Cleveland Railroad for nine hundred and ninety-nine years, upon favorable terms, and have transferred it to the Pennsylvania Company.

A lease has also been made of the railroads of the Jeffersonville, Madison & Indianapolis Railroad Company, carrying with it a control of the bridge over the Ohio at Louisville—through the Pittsburg, Cincinnati & St. Louis Railway Company, which is operated by the managers of the Pennsylvania Company.

The Chartiers Railway, a branch line, completed during the summer of 1871 by the Pennsylvania Railroad Company, aided by citizens along its route, from Mansfield on the Pittsburgh, Cincinnati & St. Louis Railway, to Washington Penna., a distance of twenty-two miles, has also been leased to the Pittsburgh, Cincinnati & St. Louis Railway Company, to be worked at cost for the benefit of its bond and shareholders; the Pennsylvania Railroad Company holding a majority of its shares. The operations of this line, since it was opened for

business, have shown that its profits are already ample to meet the interest upon its mortgage bonds of a half a million of dollars.

The Cincinnati and Muskingum Valley Railroad, which passes through the most fertile portions of Ohio, intersecting the Little Miami line at Morrow, was connected during the past year with the Pittsburgh, Cincinnati and St. Louis Railway, by a line from near Dresden to Zanesville, 16 miles. It forms an additional through route to Cincinnati and is controlled by the Pennsylvania Company through the ownership of a large majority of its shares. The mortgage upon this line is but a little over \$10,000 per mile, to meet the interest upon which it has already ample profits from its local business.

The Mansfield, Cold Water and Lake Michigan Railway has also been commenced under a favorable traffic contract with the Pennsylvania Railroad Company and Pennsylvania Company, from Mansfield in Ohio to Allegan, Michigan, with a branch from Tiffin to the important City of Toledo at the head of Lake Erie. The whole route traverses a fertile region, the resources of which will be appreciated by the fact that the citizens along the line have agreed to grade, bridge and furnish the cross ties for the whole railroad, to be paid for in the stock of the Company at par.

A contract has also been made by the Pennsylvania Company, with the Plymouth, Kankakee and Pacific Railroad to operate its line as soon as it is in readiness for business.

In addition to these leases and contracts, the Pennsylvania Company has entered into a satisfactory arrangement for the control of the Vincennes and Cairo Railroad after completion,

thus extending their lines to the latter point, from whence the Cairo and Fulton Railroad will connect with the International Railway now being built southwestwardly into Texas.

These and minor arrangements for increasing the business of the Pennsylvania Company must add largely to its revenues, while at the same time they will materially augment those of the parent Company.

All such contracts and arrangements made by the Pennsylvania Company are to be submitted to and approved by the Directors of the Pennsylvania Railroad Company, but none of them are to extend beyond the Mississippi on the west, or Chicago on the northwest.

The Pennsylvania Company was organized by the election of Thomas A. Scott, Esq., as President, Wm. Thaw, Esq., Vice President, George B. Roberts, and Hugh J. Jewett, General Solicitor who, together with J. N. McCullough, H. H. Houston, and Hon. T. L. Jewett, constitute the Board of Managers. All of these gentlemen have had a long experience in the management of transportation and of railways, and are eminently qualified to secure the success of such an enterprise.

The general management of this extended property, now amounting in the aggregate to 3,200 miles of railway, has been entrusted to J. N. McCullough, Esq., who had gained an enviable reputation by his energetic and judicious administration of the business of the Pittsburgh, Fort Wayne, and Chicago, and Pittsburgh and Cleveland Railways.

All the railways committed to his management, have during the year, been able to meet, from their own revenues, their obli-



gations to their creditors and lessors, except the Little Miami and the Indianapolis and Vincennes, while in the aggregate they have yielded reasonable profits to the lessee. The lines that have fallen short of their obligations, it is believed, from the development of the local resources of the country traversed by the last named, and the completion of the bridge across the Ohio River, at Cincinnati, at the southwestern end of the first, now nearly ready for use, will also in a few years become profitable to the lessees.

The adjustment of the rates of freight and management of the finances of the Pennsylvania Company have been committed to Mr. Thaw, Vice President, whose long experience in transportation eminently qualifies him for the performance of the duties that have been assigned to him.

The Board, in its last report, stated the circumstances that induced it to aid in the construction of the Baltimore and Potomac Railroad, a line extending from the Northern Central Railroad, under Baltimore and through Washington to the south bank of the Potomac, whence it is continued by the Alexandria and Fredericksburg Railroad Company to the Fredericksburg and Richmond line, which connects it at Richmond, with the whole system of southern railways south of that point. These railways are now largely controlled by the Southern Railway Security Company, in which this Company became a shareholder to protect its investment in the Baltimore and Potomac Railroad. The Southern Railway Security Company is composed of gentlemen friendly to our interests and objects, and of which Gen. G. W. Cass is President.

The Baltimore and Potomac Railroad is nearly ready

for use, between the south bank of the Potomac and Baltimore, and the tunnel under the latter city will be finished during the ensuing winter. When this is effected, there will be an unbroken railroad, from our terminus opposite New York, from Philadelphia, and from Baltimore, to all points of importance in the South Atlantic and Gulf States, operated continuously by locomotive power, and with the single object in view, to promote the internal commerce between the North and South by the adoption of rates of freight, that while they yield a reasonable profit upon their transportation, will, at the same time, be placed at figures which cannot fail to secure the movement by it of a vast amount of tonnage that is now forced into other channels, or lies dormant upon southern soil.

At the instance of citizens of the growing and prosperous city of York, the Pennsylvania Railroad Company purchased the stock of the Wrightsville, York, and Gettysburg Railroad Company, upon which line the bridges had been destroyed by the Confederates, during their raid into Pennsylvania, immediately before the battle of Gettysburg, and since only temporarily repaired. They have also purchased the stock of the bridge recently erected across the Susquehanna, at a cost of about \$500,000, in place of the one burnt by the citizens of Columbia, to protect them from the rebel invaders; and have consolidated the stock of both with that of this Company; thus extending your railroad to York, where it connects with the Northern Central Railroad, and by it and its branches with Gettysburg. This line, in addition to the traffic of the rich and populous region it traverses, opens up a profitable business in the transportation of iron ores, for which there

is now a large demand at Columbia, Marietta, Reading, and vicinity.

The Hollidaysburg branch, has been extended during the year, sixteen miles, through a fertile country, to the rich hematite iron ore deposits of Morrison's Cove, the transportation of which product, it is believed, will fully repay the Company for this outlay. It is also proposed to aid in the construction of a branch line to the valuable ore deposits of Blair and Centre Counties, commencing at Tyrone.

These improvements, with those already in operation, to the extensive coal fields of the Allegheny Mountains, will bring the chief elements used in the manufacture of iron together as cheaply and of as good a quality as can be found in any other part of the State, which will doubtless induce large additional capital to seek these points for its production, and thus materially increase the local tonnage and profits of your railway.

A branch line is being constructed from near Greensburg, in Westmoreland County, to Connelsville; the extensive coal fields surrounding which place are celebrated for the valuable properties of the coke that they produce, the consumption of which in Pittsburgh, Chicago and other Western Cities, affords a growing and important traffic with which the cars that would otherwise return empty to the West, may be loaded.

A lease of a line recently constructed between the Pennsylvania Railroad, at Lewistown, and the Northern Central Railway below Sunbury, was entered into late in the past year by this Company, to be worked at cost. This line will furnish the best outlet for the anthracite traffic at and beyond Pittsburgh, seeking a market in that region, while it will supply the fur-

naces at Lewistown with this fuel, and those of Danville with iron ore from the deposits along its route.

The large increase of tonnage centering at Pittsburgh, from the extended system of railways controlled by this Company west of that point, already demands greatly increased facilities for its accommodation and prompt movement, which in consequence of the broken topography of the lands adjacent to our line in that city, it is difficult and very expensive to procure. To overcome as far as practicable these difficulties, the President met a Committee of the City Councils of Pittsburgh during the past summer, and a plan was adopted as the basis of an agreement between the city and this Company, which if ratified will go far to remedy the troubles and detentions that exist at this point, and increase the safety and convenience of the citizens of Pittsburgh, while they will at the same time add materially to the expedition of our trains in passing through the city limits.

This plan involves the necessity of the erection of numerous bridges over and under the railway at street crossings, and the sinking and change of our tracks at points upon the line, entailing an out-lay by this Company but little short of one million of dollars; an expenditure which may be distributed over several years. But looking to the rapid growth of Pittsburgh adjacent to our line, and the increasing detention to our trains that this must cause, if level crossings are maintained, it is believed that this large disbursement will be justified.

The difficulty in passing freight trains from the south branch of the Monongahela through the tunnel under Grant's Hill, in Pittsburgh and our yards adjacent to it, has been found so serious

that it has been deemed advisable to continue a line at once through Birmingham (under the charter of the Pittsburgh, Virginia, and Charleston Railroad Company), to a point above Turtle Creek, from whence a branch line will cross the Monongahela to the Pennsylvania Railroad upon a route of better gradients and a shorter distance than that now used. The Pittsburgh, Virginia, and Charleston line is to be continued up the Valley of the Monongahela through a fertile and populous region, containing exhaustless fields of the best varieties of bituminous coal, and must, in itself, prove a profitable enterprise.

The increase of the tonnage of your main line during the past over the previous year was  $22\frac{1}{2}$  per cent., to transport and accommodate which, very large outlays for increased rolling stock, real estate, additional sidings, warehouse room, extension of the third track, and the construction of new and branch lines, have been required. These, together with the payment of \$1,109,224 of debentures, have been met by the distribution of increased capital stock at par ratably among you, and a sale of securities obtained in aiding the construction of other works.

The demand for additional facilities to meet the continued pressure of a continually increasing business, promises to be quite as great during the present year as the last. Such extensions of your works are unavoidable and incident to railway property, and must be met to prevent unnecessary competition, and satisfy the public obligations that you have assumed, which in this, as in most similar cases, are in harmony with your best interests. To provide the means required for these objects, it is deemed by your Board advisable to offer to each shareholder whose name may be standing upon the books

of the Company, on the 20th of February, inst., the opportunity to subscribe at par to thirty per cent. of their present holdings, to be paid as called for in instalments of twenty-five per cent. each.

The Company now own stocks and bonds, including those in the sinking fund—nearly all acquired in perfecting its present system of railways and canals—amounting at par to \$55,000,000, which, at a low estimate of their value, are worth \$43,000,000. Many of these securities yield no present income, but in the aggregate they can be gradually disposed of, for at least the sum estimated as their value.

If the state of the market during the year, will justify the sale of any of these securities, the instalments upon the stock it is proposed to distribute among you may not be so rapidly called in.

The surplus net revenues of your works during the past year, without considering any increase of their profits from the increase of traffic it is proposed to provide facilities for, were ample, in 1871, to meet the usual dividend (five per cent. semi-annually) upon the *addition to the capital stock* of the Company it is proposed to issue. And in these profits we have not included any income from our stock (\$8,000,000) in the Pennsylvania Company, which can hereafter pay regular dividends to its shareholders, or from the \$3,500,000 of stock held in the Pennsylvania Canal Company, which, after this year, will be in a condition to divide its net earnings, nor any income from our large interest in coal properties that this Company has found it necessary to purchase to prevent the diversion of this traffic from the canals that we control—built by the State expressly for the development of these interests—to those of rival improvements.

The commercial interests of Philadelphia, which have for so many years been apparently stationary, have shown, during the past season, gratifying evidences of revival. It has been the settled policy of this Company to encourage the development of this interest by anticipating its demands for increased accommodation and facilities for the distribution of products to the consumer and shipper, at the lowest practicable amount of charges.

The facilities heretofore afforded to the grain traffic, which is that which has shown the most activity, have, until last year, been greatly in advance of its requirements, and, in consequence of the limited demand for their use, their adaptability to the business that they were intended to accommodate could not be fully tested. The large grain elevator upon the Delaware was built after plans found so successful in Chicago and other points in the West, but it does not seem to be adapted to the business of this port, where it has been the custom to keep different lots of grain separate for shipment, instead of throwing them together according to their classification as practised in the West, and its arrangements will have to be modified.

For the purpose of meeting the demands of the local grain trade of this city and surrounding country, an extensive granary was erected on the Schuylkill, where each car load of grain may be kept in separate bins. This building has been entirely successful, and its capacity may be doubled without a heavy expenditure.

But the large volume of agricultural products that this Company can, through its numerous connecting railways, bring to this city from the West, will require still larger facilities than exist for their accommodation, to induce this traffic to

remain with us. We see no place so well located and adapted to the objects desired—that can be had at so small an outlay—as will be provided by the opening of Delaware Avenue by the city, southwardly to Christian Street, of a width of not less than eighty feet. A double track railway may then be laid upon this avenue from which turnouts can be run into the existing warehouses upon it, and on to the adjacent wharves, all situated at the most convenient points in the City for shipment. By this plan a large amount of capital may be saved in the erection of warehouses, which can be better employed by this Company in the increase of its equipment. Such an arrangement can only be carried into effect through the co-operation of the corporate authorities, who will doubtless appreciate its importance to the revival and increase of the commerce of the city.

Under the authority given by you at your last annual meeting, the American Steamship Company of Philadelphia has been fully organized by the election of H. J. Lombaert, Esq., as President, and Edmund Smith, Esq., as Secretary and Treasurer, with a capital of \$704,700, of which this Company owns \$400,000. The first mortgage six per cent. currency bonds of the Company, amounting to \$1,500,000, have also been issued under the guarantee of this Company, and all of them taken at par, giving a realized stock and funded debt capital of \$2,204,700 00, all of which has been secured without discount.

The four steamers that will constitute this line between Philadelphia and Liverpool, have all been contracted for, to be built in this city of American iron, by the enterprising firm of William Cramp & Sons. The first vessel it is expected will



be launched in June next, and the remainder as rapidly as practicable thereafter. The total cost of these vessels under this contract will be \$2,080,000. All of the steamers are to be alike in their model and machinery; the length of each to be 355 feet, and the breadth of beam 43 feet. They will be arranged to carry 76 first-class and 854 steerage passengers; and have an estimated tonnage capacity of 3,016 tons, old measurement.

The Steamship Company has appropriately named the four vessels that are now being constructed, after the States traversed by the railways of this Company, viz: Pennsylvania, Ohio, Indiana and Illinois.

In selecting the models and machinery of these steamers the Company has relied upon the experience and ability of the eminent mechanical engineer, B. H. Bartol, Esq.,—a member of the Board of Directors,—to whom whatever credit that may attend their qualities as sea-going vessels, or their adaptation to the business of this port, will be due.

Of the full success of this enterprise, with the co-operation of this Company and the system of railways it controls in the West, the Board does not entertain a doubt.

The Board has also entered into a contract for an interchange of traffic with the International Navigation Company, who propose to establish a line of steamships between Philadelphia and Antwerp, stopping at Southampton, which, it is believed, will promote the growth of the foreign trade of this port, to and from points in Europe not reached by the American Steamship Company, and will enure to the benefit of your line of railway.

As some fears have been expressed that the profits of the broad gauge railroads would suffer by a competition with those of the narrower system, it is not out of place here to state that in our opinion this cannot be their effect upon any leading line of railway. The only material advantage that the narrow gauge (say three feet) has over the broader railway, is in the economy of its construction over a rough and difficult country. To secure this economy, shorter curves, and, consequently, a longer line, must be resorted to. The saving in dead weight of machinery carried by one system over the other is not important, as the heavy engines and cars used upon the usual gauge (four feet nine inches) is not due to the width of the track, but to the necessity of maintaining higher speeds, and the movement of heavier loads, than is obtainable, with economy and safety, on the narrow gauge. The equipment now used on the narrow gauge is heavier than that formerly used upon the four feet nine inch lines.

The adoption of the proper gauge, to be used in each case, must be determined by the circumstances that surround the proposed improvement, as neither can be judiciously adopted until all these are known and considered. The narrow gauge is certainly not applicable to a line between Philadelphia and Pittsburgh. Experience has shown that the gauge of your railway, which had its origin in the law of England, regulating the gauge that had been found best for common road carriages, is of ample width, to give the best results, on all first-class lines where speed of transit is necessary, and the amount of transportation large.

The general office of the Company in this city having become inadequate for its business, it has been sold to the

Lehigh Valley Railroad Company. The new building will be ready for use by the first of April next, and will, it is believed, be sufficient for the accommodation of the business of the Company for many years.

Your Directors desire to express their acknowledgments to the officers and employees generally for their strict attention to and successful management of the business of the Company. The acquisition of the lines in New Jersey has added to their duties and responsibilities. These lines have been brought under the general management of A. J. Cassatt, Esq., who has, during the past year, so successfully conducted the business of the Pennsylvania Railroad as General Superintendent.

The General Superintendent of the Philadelphia and Erie Railroad, W. A. Baldwin, Esq., also deserves the thanks of the stockholders for his close administration of the affairs of that railroad, which notwithstanding the low charges made for its use, has shown a profit upon its operations.

By order of the Board,

J. EDGAR THOMSON,

*President.*

GENERAL ACCOUNT.

Dr.

To Capital Stock.....	\$378,839,475 00
" " In sinking fund.....	1,500,000 00
First mortgage bonds due 1880.....	4,972,000 00
Second " " 1875.....	4,806,840 00
General " " 1910.....	18,004,500 00
Lien of the State upon the Public Works between Philadelphia and Pittsburgh, purchased by this Company, bearing 5 per cent. interest, payable in annual installments of \$400,000, applicable first to the interest, and the remainder to principal--original amount of which was \$7,500,000.....	5,758,906 40
Mortgages and ground-rents at 6 per cent. remaining on real estate purchased.....	215,959 32
Bills and accounts payable, including dividends due to stockholders unpaid.....	
Contingent fund.....	
Balance to credit of profit and loss.....	
Total.....	\$41,339,475 00

By Balance standing on books of the Company for the construction of the railway between Harrisburg and Lancaster, including branches to Indiana and Hollidaysburg (in all 276 miles); also for cost of stations, warehouses, shops and shop machinery on the whole road from Philadelphia to Pittsburgh.....	\$15,237,965 03
Balance standing on books of the Company for the purchase of the Philadelphia and Columbia Railroad.....	6,576,783 43
Balance standing to debit of equipment of road, consisting of 640 locomotives, 297 passenger cars, 129 baggage, mail, and express cars, 10,871 freight cars, and 1,117 road cars.....	7,458,101 14
Cost of real estate of Company and telegraph line.... Extension of Pennsylvania Railroad to the Delaware River, including wharves and grain elevator. The cost of the extension of the Pennsylvania Railroad to south bank of the Monongahela River at Pittsburgh, heretofore included in this item, having been transferred to the Pennsylvania Company, is represented below in the value of the capital stock of that Company received in payment thereof.....	6,258,642 55
Total amount charged to construction equipment, and real estate accounts for the railroad between Philadelphia and Pittsburgh.....	1,279,718 55
OTHER ASSETS.	
By 16,185 shares Harrisburg & Lancaster Railroad stock.....	\$4,010,160 70
25,547 shares Connecting Railway stock.....	808,406 05
31,636 shares capital stock of the Philadelphia and Erie Railroad Company, exclusive of 48,000 shares of preferred 8 per cent. stock held by the sinking fund.....	1,277,550 00
160,000 shares of capital stock of the Pennsylvania Company, of \$50 per share, the cost without interest being.....	779,637 26
70,231 shares of capital stock of the Pennsylvania Canal Company.....	6,317,902 55
Amount of bonds and stock of municipal and other railroad corporations and investments not otherwise enumerated.....	1,101,156 00
Cost of bonds and stock in sinking fund.....	22,812,885 72
Cost of bonds representing contingent fund.....	2,433,433 35
Amount of fuel and materials on hand for repairs to locomotives, cars and maintenance of way, &c., on the Pennsylvania Railroad.....	2,600,000 00
Amount advanced to pay for fuel and materials on hand for repairs to locomotives and cars, and maintenance of way, &c., for the Philadelphia and Erie Railroad.....	1,794,619 33
Amount advanced to operate the Philadelphia and Erie Railroad... other roads.....	384,513 69
Balance in hands of Agents.....	242,652 24
Balance in hands of Treasurer.....	13,030,558 29
	969,277 67
	2,009,266 97
Total.....	\$90,072,069 82

E. & O. K.—PHILADELPHIA, December 31, 1871.

**THOS. T. FIRTH, Treasurer.**



# REPORT

## OF THE

# GENERAL MANAGER.

**Office of General Manager,**

PHILADELPHIA, *Feb'y* 10, 1872.

To the President and Board of Directors  
of the Pennsylvania Railroad Company.

GENTLEMEN:—The following report of the operations of the Pennsylvania Railroad during the year 1871 is respectfully submitted:

The earnings have been—

From transportation of freight,	\$14,052,304 51
“ Passengers,	3,875,656 48
“ Express,	362,349 90
“ Mails,	147,893 12
“ Miscellaneous,	281,632 84
Total,	<u>\$18,719,836 85</u>

The expenses have been—

Conducting transportation,	\$4,039,751 60
Motive power,	3,049,027 28
Maintenance of cars,	1,202,521 74
Maintenance of way,	3,302,286 95
General expenses,	229,845 77
	<u>\$11,823,433 34</u>

Net earnings,	\$6,896,403 51
Net earnings for previous year,	6,271,621 67
Increase,	<u>\$624,781 84</u>

The expenses compare with those of 1870, as follows :

	Conducting Transportation.	Motive Power.	Maintenance of Cars.	Maintenance of Way.	General Expenses.
1870.	\$3,562,084 69	\$3,240,606 69	\$1,186,945 17	\$3,068,685 78	\$311,762 82
1871.	4,039,751 60	3,049,027 28	1,202,521 74	3,302,286 95	229,845 77
Increase.....	477,666 91		15,576 57	243,601 17	18,082 95
Decrease ....		291,579 41			

Showing an increase in all the accounts, excepting motive power, and a total increase of \$563,348 19. The increase in expenses of conducting transportation is accounted for by the very large increase in the tonnage moved. The increase in the maintenance of way expenses is principally in the item of renewal of rails, and is due to the greater quantity of steel rails laid during the year.

#### PASSENGER BUSINESS.

The passenger travel shows an increase over the previous year, and it is gratifying to be able to report that no loss of life or serious injury occurred to any passenger during the year. The following tables exhibit the number of passengers carried and the number of miles travelled.

#### NUMBER OF PASSENGERS CARRIED.

	1871.	1870.	Increase.	Decrease.
First class passengers.....	3,651,000	3,397,326	253,674	
Emigrant passengers.....	36,451	37,657		1,206
Commutation passengers.....	1,012,534	917,786	94,748	
Totals.....	4,699,985	4,352,769	347,216	

## MILES TRAVELLED BY PASSENGERS.

	1871.	1870.	Increase.
First class passengers.....	133,253,018	132,307,578	945,440
Emigrant passengers.....	12,202,240	11,775,267	426,973
Commutation passengers.....	7,462,784	6,767,242	695,542
Totals.....	152,918,042	150,850,087	2,067,955

It will be observed that the only decrease in the number of passengers carried is in the emigrant passengers, and that while the number of these has diminished, the miles travelled by them has increased. This is owing to there having been more carried through, and less between way stations, than during the year 1870.

## FREIGHT BUSINESS.

As will be observed by the following tables, there was an extraordinarily heavy increase in the tonnage. The total number of tons transported were 7,100,294, against 5,804,051 during 1870, an increase of 1,296,243 tons, or  $22\frac{33}{100}$  per cent. In the tonnage mileage the increase was in almost exactly the same ratio, it being  $22\frac{51}{100}$  per cent.

## TONNAGE.

Through freight Eastward,	.	.	.	708,327 Tons.
“ “ Westward,	.	.	.	314,305
Local “ Eastward,	.	.	.	3,700,257
“ “ Westward,	.	.	.	1,852,954
Total,	.	.	.	6,575,843
Fuel and other material for Company use,	.	.	.	524,451
Total,	.	.	.	7,100,294
Total freight tonnage for 1870,	.	.	.	5,804,051
Increase,	.	.	.	1,296,243
Percentage of increase,	22	$\frac{33}{100}$	.	.



## MILEAGE.

Mileage of through freight	Eastward,	.	.	253,581,076
" " "	Westward,	.	.	112,521,155
" Local	Eastward,	.	.	533,268,389
" " "	Westward,	.	.	112,521,587
<hr/>				
Total tons moved one mile,	.	.	.	1,011,892,207
" " " " " 1870,	.	.	.	825,979,692
<hr/>				
Increase,	.	.	.	185,912,515
<hr/>				

Percentage of increase, 22  $\frac{51}{100}$ .

It will be noticed that the ratio of the west bound to the east bound tonnage mileage, during the past year, was as  $\frac{298}{1000}$ , while that for 1870 was as  $\frac{300}{1000}$ , showing no improvement in the balance of traffic; on the contrary, the slight change is an unfavorable one.

The following tables exhibit the movement of loaded cars on the main line, and the traffic delivered to and received from connecting roads and the several branches:

*Movement of Loaded Cars on Main Line.*

STATIONS.	Loaded cars.	1871.	1870.	Increase.	Percentage.
Philadelphia .....	Eastward.....	194,787	162,585	32,202	19.86
	Westward.....	72,982	61,845	11,137	18.
Columbia.....	Eastward.....	214,332	176,418	37,914	21.49
	Westward.....	72,817	62,478	10,339	16.04
Harrisburg .....	Eastward.....	225,628	186,627	39,001	20.89
	Westward.....	70,112	58,769	11,343	19.30
Mifflin .....	Eastward.....	278,530	228,640	50,190	21.96
	Westward.....	74,861	66,927	8,941	13.56
Altoona.....	Eastward.....	208,346	166,119	42,227	25.41
	Westward.....	81,668	72,407	9,161	12.66
Derry.....	Eastward.....	186,111	148,013	38,098	25.73
	Westward.....	77,139	66,667	10,472	16.70
Pittsburgh.....	Eastward.....	87,064	66,566	20,508	30.81
	Westward.....	125,832	106,662	9,170	7.86

*Movement of Loaded Cars on Branch and Connecting Roads.*

STATIONS.	Loaded cars.	1871.	1870.	Increase.	Percentage.
Marysville.....	Eastward.....	48,338	89,834	8,504	21.34
	Westward.....	8,540	9,728	Dec. 1,188	Dec. 12.21
Huntingdon.....	Eastward.....	29,832	29,044	788	2.71
	Westward.....	9,534	8,960	584	6.52
Tyrone ....	Eastward.....	54,886	43,690	11,196	25.92
	Westward.....	6,770	4,829	1,941	40.19
Blairsville.....	Eastward.....	26,494	24,123	2,371	9.82
	Westward.....	9,386	7,318	2,068	28.26
Allegheny City.....	Eastward.....	7,450	6,961	489	7.02
	Westward.....	7,704	7,116	588	8.26

The figures at Marysville and Huntingdon show the number of loaded cars received from and delivered to the Northern Central and Huntingdon and Broad Top Railroads respectively; those at Tyrone and Blairsville, the loaded cars delivered to and received from the Tyrone and West Pennsylvania Divisions.

The only falling off in the car movement is from Marysville westward, and this is owing to the coal trade formerly received at this point being now sent *via* the Philadelphia and Erie and Bald Eagle Valley Railroads to Tyrone.

Whilst the shipments of petroleum during the year show a reasonable increase over those of 1870, those from Pittsburgh show a falling off, owing to the closing of two large refineries at Allegheny City.

The live stock shipments from East Liberty stock-yards, during the year, were 27,892 cars against 23,047 in 1870, an increase of  $21\frac{9}{10}\%$  per cent.

Although the motive power and rolling stock were very severely taxed to move the unusually heavy tonnage of the year, yet the movement was regular, and was attended by very few accidents and but little loss or damage to freight.

## MOTIVE POWER AND ROLLING STOCK.

Attention is invited to the report of the Superintendent of Motive Power and Machinery, which is submitted herewith,

and which shows the total number of locomotives on the Pennsylvania Railroad and Branches, December 31, 1871, to be 514, of which 426 were in service and 88 in shop for repairs or rebuilding.

In addition to these there are 126 locomotives on the Philadelphia and Erie Railroad, making a total of 640 locomotives owned by this Company. There were added during the year, by purchase, 4, which were placed upon the Philadelphia and Erie Railroad, and 32 new locomotives were built at the Company's shops, at Altoona, and placed upon the main line. The 25 locomotives reported last year as leased to the Pittsburgh, Cincinnati, and St. Louis Railway, were sold during the year to the Pennsylvania Company.

The "Repairs of Locomotives" account shows a decrease of \$118,978 74, and the cost of repairs per mile run was reduced to 6 $\frac{81}{100}$  cents.

The following table shows the cost of repairs per mile run for the past five years :

COST OF REPAIRS PER MILE RUN.

YEAR.	Cost of repairs per mile run.
1867,    -    -    -    -	13 $\frac{75}{100}$ cents.
1868,    -    -    -    -	12 $\frac{08}{100}$ "
1869,    -    -    -    -	11 "
1870,    -    -    -    -	9 $\frac{18}{100}$ "
1871,    -    -    -    -	6 $\frac{81}{100}$ "

The very marked reduction in the cost of repairs per mile run is partly due to the further reduction of the number of old locomotives of various patterns, and substituting others of

the Company's standard classes, and to the introduction of improved machinery, better materials, and a better system of doing the work, and also to the fact that owing to the great demands made upon the power, the locomotives could not be laid off for any but absolutely necessary repairs, in consequence of which the power was not and could not be kept up to the same state of efficiency in which it was at the commencement of the year.

The new locomotives now building will relieve the strain and enable the power to be restored to its former standard of efficiency during the coming season, but it can hardly be expected that the cost of repairs per mile run can be kept as low as during the past year. As will be seen, however, by an examination of the above table, there has been a steady diminution of the cost of repairs during the past five years, and although a further reduction below that for the past year cannot be promised for the present one, yet it is believed that the minimum has not yet been reached, and that a further reduction can eventually be made, even if the prices of labor and materials should remain the same as at present.

The mileage of locomotives compares with the tonnage mileage as follows :

	1871.	1870.	Increase.	Percentage of Increase.
Mileage of freight engines.....	8,879,144	7,858,537	1,520,607	20 66-100
Tons moved one mile.....	1,011,892,207	825,979,692	185,912,515	22 51-100

The ratio of the increase of locomotive mileage to that of the tonnage mileage is as 74 to 100, indicating that the locomotives have hauled considerably greater average loads than during the previous year. Indeed, this has been observed in a marked degree for several years past, and when it is considered in connection with the fact that the locomotive expenses per mile run have steadily diminished, it affords additional evidence of the soundness of the policy which has been pursued of grad-

ually working off the older and lighter locomotives, and replacing them with standard engines of greater power and durability.

#### PASSENGER EQUIPMENT.

Four first-class passenger cars and five express cars were added during the year to the passenger equipment, which is now as follows :

Passenger cars,	.	.	.	.	.	195
Emigrant "	.	.	.	.	.	60
Baggage "	.	.	.	.	.	55
Mail "	.	.	.	.	.	4
Express "	.	.	.	.	.	49
						<hr/>
Total,	.	.	.	.	.	363
						<hr/>

In addition, there is in service on the Philadelphia and Erie Railroad, passenger cars, 40; emigrant cars, 7; baggage cars, 15; express cars, 6.

The mileage of the passenger equipment is shown in the following table:

#### MILEAGE OF PASSENGER EQUIPMENT.

DIVISIONS.	Passenger Cars.	Emigrant Cars.	Baggage Cars.	Mail Cars.	Express Cars.	Totals.
Philadelphia.....	1,677,119	352,945	712,121	65,873	438,592	3,246,650
Middle .....	1,396,920	856,355	652,888	82,758	675,838	3,164,459
Pittsburgh.....	1,814,167	822,925	614,999	78,459	601,586	3,427,136
Tyrone.....	255,270	8,945	115,896	.....	108	390,219
West Pennsylvania.....	436,719	784	133,421	.....	.....	570,924
Lewistown .....	12,964	.....	.....	.....	.....	12,964
Totals.....	5,593,159	1,041,954	2,229,325	222,090	1,715,824	10,802,352

## FREIGHT EQUIPMENT.

There has been added to the freight equipment during the year, for use on the Pennsylvania Railroad, box cars, 20; stock cars, 100; gondola cars, 301; coal cars, 417; four-wheel caboose cars, 2; and for use on the Philadelphia and Erie Railroad, 350 gondolas and 2 derrick cars.

The total equipment in service is as follows :

Box cars,	.	.	.	.	2,713
Stock cars,	.	.	.	.	1,400
Gondola cars,	.	.	.	.	2,762
Coal cars,	.	.	.	.	1,355
Caboose (four-wheel),	.	.	.	.	2
					<hr/> 8,232
Cars owned by individuals and other companies,					5,619
					<hr/>
Total,	.	.	.	.	13,851
Total December 31, 1870,	.	.	.	.	11,978
					<hr/>
Increase,	.	.	.	.	1,873
					<hr/>

In addition to the above there are 2,639 freight cars in use on the Philadelphia and Erie Railroad, making a total of 10,871 freight cars owned by this Company.

The 550 freight cars, mentioned in the last report as being leased to the Pittsburgh, Cincinnati, and St. Louis Railway, were sold to the Pennsylvania Company during the year.

There are 810 cars in use in the maintenance of way service on this road, and 307 on the Philadelphia and Erie Railroad.

The following summary shows the total number of cars of all descriptions owned by this Company :

	Passenger Equipment.	Freight Equipment.	Maintenance of Way Equipment.	Totals.
Pennsylvania Railroad.....	363	8,232	810	9,405
Philadelphia and Erie Railroad.....	68	2,639	807	3,014
<b>Totals.....</b>	<b>431</b>	<b>10,871</b>	<b>1,117</b>	<b>12,419</b>

### *Maintenance of Way.*

The work of track repairs was pushed vigorously throughout the year, and a large amount of ballasting was done, especially on the Pittsburgh Division, where it had been less thoroughly done than on any other portion of the road. The result of the year's work is a marked improvement in the general condition of the track, which is the more gratifying in view of the great increase in the traffic.

The expenses of this department are \$243,601.17 in excess of those of last year. The principal items of increase are in the charges to rails, there having been 12,183 tons of steel rails laid, against 9,505 tons during the previous year, and in the charge of "repairs of bridges," on account of the replacing of the single track wooden spans at Mount Union and Manayunk by double track iron structures. The charge to cross-ties shows a considerable reduction.

## New tracks were laid during the year as follows :

	Miles.	Feet.
Third and fourth tracks :		
Middle Division.....	4	1,254
Pittsburgh Division.....	9	3,563
Sidings on Philadelphia Division.....	4	740
" on Middle Division.....	3	2,913
" on Pittsburgh Division.....	3	412
" on Tyrone Division.....	. . .	2,614
" on West Pennsylvania Division.....	. . .	2,700
	25	3,636
Less track removed.....	1	3,854
Total additional length of Company's Sidings.....	23	5,062
	Miles.	Feet.
Private sidings.....	6	116
Less private sidings removed.....		1,021 feet.
Less individual sidings transferred		
to the Company.....	1,244 "	2,265
	5	3,131
Total additional length of Company & individual sidings, and third and fourth tracks.....	29	2,913

The number of miles of single track in use at this date is as follows :

Main line, including sidings, . . . . .	912.7
Branches owned, . . . . .	100.3
Branches leased, . . . . .	277.8
Private sidings, . . . . .	57.5
	<u>1,348.3</u>



Statement of track material used for repairs on Pennsylvania Railroad and branches during the year :

	Iron rails.	Steel rails.	Splice joints.	Spikes.	Cross-ties.
	Tons.	Tons.	Number.	Pounds.	Number.
Philadelphia to Harrisburg.....	1,614	3,851	15,890	152,011	87,397
Harrisburg to Altoona.....	2,833	2,807	21,687	222,146	156,130
Altoona to Pittsburgh.....	298	5,417	18,704	202,302	96,780
Delaware Extension.....	69	9	255	2,800	1,788
East Brandywine & Waynesburg R. R.....	30		120	4,150	6,445
York Branch.....	335		1,629	6,150	7,333
Mifflin & Centre County Branch.....					1,673
Tyrone Branch.....	71	24	222	2,375	629
Tyrone and Clearfield Railway.....	637	1	2,199	27,870	20,541
Bald Eagle Valley Railroad.....	107			7,285	22,586
Hollidaysburg Branch.....	51			5,704	4,017
Newry Branch.....				75	25
Ebensburg and Cresson Railroad.....				3,320	1,635
Indiana Branch.....	198		768	4,402	6,428
West Pennsylvania Railroad.....	822		2,765	22,142	21,909
Stenubenville Extension.....		74	199	2,700	132
Totals.....	7,065	12,183	64,438	665,432	435,398

In addition to the above there were used by the construction department :

Iron rails,	.	.	.	1,057 tons.
Steel rails,	.	.	.	492 "
Splice joints,	.	.	.	5,915 "
Spikes,	.	.	.	150,345 lbs.
Cross-ties,	.	.	.	48,081

On the first of January, 1872, there had been laid in the track 38,947 tons, or about 390 miles, of steel rails.

## BRIDGES.

In addition to the ordinary work of repairs, the following bridges were rebuilt: On the York Branch the masonry and superstructures of Bridges Nos. 10, 12, 13, and 18, were entirely rebuilt, Howe truss-spans of 60 feet having been erected. On the Mifflin and Centre County Branch, Bridge No. 4 was rebuilt, and the old superstructure replaced by four spans of Howe truss. Two new piers were built at Manayunk Bridge, new coping was placed on the old piers and abutments, and the single track wooden structure was replaced by five iron double track spans.

New coping was placed upon the piers and abutments of Mount Union Bridge, the old wooden superstructure was torn down, and was replaced by five iron double track spans, which were nearly completed at the close of the year.

For the purpose of straightening the tracks at the eastern end of the Monongahela Bridge, on the Steubenville Extension, and of substituting a more permanent structure for the old wooden trestle work which formed the approach, three new stone piers and an abutment were built, and are now ready for the boiler plate girders which it is proposed to erect.

The abutments of several small bridges and a considerable number of open and box culverts were rebuilt, and the usual repairs to the masonry and superstructure of the bridges generally were made.

The completion of Mount Union Bridge leaves no wooden bridge on the main line from Philadelphia to Pittsburgh *via* Columbia, excepting the bridge across the Susquehanna at Rockville.

## TELEGRAPH.

A new wire, to replace one worn out, was put up from Philadelphia to Lancaster, and is being extended to Harrisburg; an exchange of a wire belonging to the Pennsylvania Railroad Company, and strung on the poles of the Western Union Telegraph Company between Philadelphia and Harrisburg, was made

for a wire of the Western Union Company, which was on the Pennsylvania Railroad Company's poles, the object of the exchange being to have all of the wires of this Company upon their own poles. A wire strung on the poles of this Company from Harrisburg to Mifflin, was purchased from the Western Union Telegraph Company, and a new wire was erected from Mifflin to Tyrone. Ninety miles of new wire and 133 miles of insulators were used in repairs on the Pittsburgh Division. The telegraph lines generally are in excellent order.

#### GENERAL REMARKS.

The old foundry at Altoona having been for several years past too small to supply the castings required, the erection of a new one was commenced last spring. The new building, which was nearly completed at the close of the year, has a frontage of 440 feet and a depth of 240 feet; it is constructed in the most thorough and substantial manner, and will be provided with the most approved labor-saving machinery. In its construction provision has been made for the casting of car-wheels.

A brick addition, 140 + 65 feet, to the boiler shop at Altoona, was erected.

A new brick ice-house, 33 + 93 feet, was built near the western line of the car-shop grounds at Altoona. The old frame ice-house had to be torn down to make room for the new foundry building.

Fourteen passing sidings, placed between the main tracks, and averaging about a mile in length, were laid at convenient points on the main line. They enable freight trains to get out of the way of passenger trains following them without obstructing the opposite track, as they have heretofore been obliged to do. These sidings greatly facilitated the movement of the heavy traffic of the year, besides materially reducing the risk of accidents.

A section of the new line, commencing at a point  $7\frac{5}{16}$  miles west of Philadelphia and extending westward  $2\frac{4}{16}$  miles, was

completed March 26, 1871, and all trains commenced running over it at that date. A second section, extending from Rosemont to Villa Nova, a distance of one mile, was completed November 5, and the trains have been run over it since that time.

The extension of the West Pennsylvania Railroad to Butler, was completed and opened for traffic March 1, 1871; it is operated as a part of the West Pennsylvania Division.

The bridge across the Susquehanna River at Columbia was purchased, and became the property of the Company, July 1, 1871; it is included in the Philadelphia Division.

The Sunbury and Lewistown Railroad, extending from Lewistown, on the Mifflin and Centre County Branch, to a connection with the Northern Central Railway at Selinsgrove, was leased by this Company October 20, 1871, and was opened for traffic on the 1st of December following, at which date the Mifflin and Centre County Railroad, and Sunbury and Lewistown Railroad were formed into a separate division, and Mr. W. H. Brown was appointed Superintendent.

The Morrison's Cove Extension of the Hollidaysburg Branch was completed to McKee's on the first of May last, and opened for traffic; on the thirteenth of November it was opened to Martinsburg, and on the Twenty-fifth of December to Henrietta, a distance of 19,<sup>8</sup>/<sub>10</sub> miles from Hollidaysburg.

On the first of October last, Mr. T. W. Worsdell, who for several years filled the position of master mechanic of Altoona shops with ability and success, resigned, to accept an important post on a leading railway in England, and Mr. George W. Stratton was appointed to fill the vacancy.

Owing to the large and rapid increase of the business during the past year, the labors of the officers of the transportation department, and of their assistants, were more arduous than usual; it is, therefore, with especial pleasure that I am able to report that their duties were performed in an efficient and entirely satisfactory manner.

Respectfully submitted,

A. J. CASSATT, *General Manager.*



# REPORT

## OF THE

### Superintendent of Motive Power and Machinery.

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*Office of the Superintendent of  
Motive Power and Machinery,*

ALTOONA, PA., January 1, 1872.

A. J. CASSATT, Esq.,

General Manager.

SIR :—The report of the operations of the Motive Power and Machinery Department for the year ending December 31, 1871, is herewith respectfully submitted.

The number of locomotives on the main line and branches  
January 1, 1871, . . . . . 482

To which have been added during the year, as follows :

Built at Company shops, . . . . .	32
“ “ “ to replace engines sold, . . . . .	1
Received from P. & E. R. R., . . . . .	2
	—
Total, . . . . .	35

From which deduct as follows :

Sold to Oregon Central Railroad Co., . . . . .	1		
“ Baltimore and Potomac Railroad Co., . . . . .	2	3	32
	—	—	—
Total number at this date, . . . . .			514

Their condition is as follows :

In service in good working order, . . . .	381
"    requiring repairs, . . . .	45
In shop rebuilding, . . . .	6
"    under general repairs, . . . .	55
"    "    slight repairs, . . . .	27
<hr/>	
Total, . . . .	514
Locomotives actually in service January 1, 1871, . .	413
"    "    "    "    1, 1872, . .	426
<hr/>	
Increase, . . . .	13
<hr/>	

The exhibit of the performance of locomotives, and cost of repairs, fuel, and stores, is made in the following tables :

#### MILEAGE OF LOCOMOTIVES.

	Pass. Trains.	Fr't Trains.	Dist'g Trains.	Totals.
Philadelphia Division.....	795,524	2,588,770	135,279	3,519,573
Middle " .....	659,898	2,603,001	95,038	3,357,937
Tyrone " .....	121,808	381,835	35,978	539,621
West Penn'a " .....	199,308	247,244	30,702	477,254
Pittsburgh " .....	824,964	3,058,294	126,674	4,009,932
<hr/>				
Totals.....	2,601,502	8,879,144	423,671	11,904,317

Total mileage in 1870, .	10,185,233
"    "    1871, .	11,904,317

Increase, . . . .	1,719,084
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## GREATEST MILEAGE WITH PASSENGER TRAINS.

Philadelphia Div., Engine	31,	{ J. E. Miller, Eng'r, Sam'l Gilly, " }	54,384
Middle " "	193,	{ W. C. Kutz, " Sam'l Free, " }	53,905
Tyrone " "	30,	J. K. Russell, "	27,635
West Penn'a " "	359,	J. M. Ringle, "	40,085
Pittsburgh " "	56,	{ Thos. Ridley, " W. Weltz, " }	47,063

## AVERAGE MILEAGE WITH PASSENGER TRAINS.

Philadelphia Division,	.	.	.	.	26,517
Middle " "	.	.	.	.	26,396
Tyrone " "	.	.	.	.	20,301
West Penn'a, " "	.	.	.	.	24,913
Pittsburgh " "	.	.	.	.	25,000

## GREATEST MILEAGE WITH FREIGHT TRAINS.

Philadelphia Div., Engine	243,	A. D. Hill, Eng'r,	38,593
Middle " "	447,	Jas. Drake, "	44,108
Tyrone " "	39,	{ Ed. Mills, " Rob't Loughrey, " }	28,292
West Penn'a " "	221,	J. A. Stitt, "	24,132
Pittsburgh " "	405,	Levi Fisher, "	35,853

## AVERAGE MILEAGE WITH FREIGHT TRAINS.

Philadelphia Division,	.	.	.	.	24,892
Middle " "	.	.	.	.	25,272
Tyrone " "	.	.	.	.	19,092
West Penn'a " "	.	.	.	.	17,660
Pittsburgh " "	.	.	.	.	20,663

The general average mileage of passenger engines was 25,505, being a decrease of almost  $5\frac{1}{10}$  per cent. under that of 1870; that of freight engines was 22,810, an increase of  $3\frac{2}{10}$  per cent.



## COST OF REPAIRS, FUEL, AND STORES.

	Repairs.	Fuel.	Stores.	Totals.
Philadelphia Division.....	204,417 16	199,617 21	31,074 18	435,108 55
Middle ".....	232,302 27	210 075 23	23,508 72	466,386 22
Tyrone ".....	31,386 60	33,780 27	4,235 90	69,402 77
West Penn'a ".....	30,005 55	21,190 84	2,753 53	53,949 92
Pittsburgh ".....	311,946 12	251,028 81	37,917 13	600,892 06
Total, 1871.....	810,557 70	715,602 36	99,489 46	1,625,739 52
" 1870.....	929,536 44	647,048 09	81,670 99	1,658,255 52

The addition to motive power this year has been mostly by new numbers, which were not charged to repairs, consequently "repairs of locomotives" has greatly diminished, and a comparison with 1870 can only be fairly made by deducting the difference between the cost of engines rebuilt in 1870 and those rebuilt in 1871 (amounting to about \$180,000), from the repairs of 1870. Then the exhibit would show an increase in cost of repairs of  $8\frac{2}{10}$  per cent., which is slight, however, considering the increase in mileage of  $16\frac{8}{10}$  per cent. over that of 1870. The cost of fuel and stores show an increase of  $10\frac{5}{10}$  and  $21\frac{8}{10}$  per cent., respectively.

The average cost per mile run exhibits a marked decrease from that of last year in all these items, except the stores, as shown in the following table:

## TOTAL AVERAGE COST PER ONE HUNDRED MILES RUN.

	Repairs.	Fuel.	Stores.	Totals.
1870.	9.13	6.35	0.80	16.28
1871.	6.81	6.01	84	13.66
Decrease,	2.32	34		2.62
Increase,			04	

## GENERAL AVERAGE CONSUMPTION OF FUEL AND STORES.

	Pounds of coal used per mile run.	Quarts of oil used per 100 miles run.	Pounds of waste used per 100 miles run.	Pounds of tallow used per 100 miles run.
1870.	63.6	2.2	1.7	2.3
1871.	68.9	2.4	1.7	2.3
Increase.	5.3	0.2	0.0	0.0

The increase in coal and oil, considering the great increase in mileage and tonnage, is small, as the power has been greatly taxed. In the use of oil for lubricating freight and passenger cars there has been no diminution under 1870, but on the contrary, an increase, which, considering the mileage and tonnage, is not very great.

The operations of the machine shops during the year have been with the following results :

Locomotives rebuilt entirely new,	.	.	.	38
“ had general repairs,	.	.	.	196
“ had ordinary repairs,	.	.	.	556
“ new with steel fire-boxes,	.	.	.	38
“ had new steel fire-boxes built,	.	.	.	20
“ had copper half fire-boxes built,	.	.	.	1
“ new with steel boilers,	.	.	.	38
“ had new iron boilers built,	.	.	.	8

## TIRES USED.

Steel tires for new locomotives, . . . .	180
Chilled tires for new locomotives, . . . .	36
Steel tires used in renewals, . . . .	75
Chilled tires used in renewals, . . . .	114
Iron tires used in renewals, . . . .	15
Total in 1871, . . . .	420
Total in 1870, . . . .	441
Decrease, . . . .	21

## WHEELS AND AXLES USED.

	A X L E S .			Wheels.
	Iron.	Steel.	Totals.	
Locomotive trucks (new engines)....	80	12	} 163	128
“ “ (repairs).....	25	46		692
“ tenders (new engines).....		128	} 397	256
“ “ (repairs).....	43	226		1,754
Passenger equipment.....	27	775	802	2,142
Freight “ .....	1,649	1,984	3,633	11,456
Totals.....	1,824	3,171	4,995	16,428

## ROLLING STOCK.

The passenger equipment on main line and branches is as follows:

## PASSENGER EQUIPMENT.

	Total number January 1, 1871.	New numbers built during 1871.	Total number January 1, 1872.	In shop, re- building.	In service Jan- uary 1, 1872.
Passenger .....	191	4	195	12	183
Emigrant.....	60	0	60	10	50
Baggage.....	55	0	55	0	55
Mail.....	4	0	4	0	4
Express.....	44	5	49	6	43
Totals.....	354	9	363	28	335

## FREIGHT EQUIPMENT.

	Total number January 1, 1871.	New numbers added during 1871.	Total number January 1, 1872.	In shop, re- building.	In shop, under ordinary re- pairs.	In service Jan- uary 1, 1872.
Box.....	2,693	20	2,713	104	88	2,521
Stock .....	1,300	100	1,400	50	59	1,291
Gondola.....	2,461	301	2,762	38	62	2,662
Coal.....	938	417	1,355	15	17	1,323
Four-wheel cabin.....		2	2			2
Totals.....	7,392	840	8,232	207	226	7,799

The following cars, owned by individuals and incorporated companies, are run regularly on this road :

Powelton Coal and Iron Company,	.	.	.	186
Kittaning Coal Company,	.	.	.	30
Shafton Coal Company,	.	.	.	46
Pennsylvania Gas Coal Company,	.	.	.	670
Westmoreland Coal Company,	.	.	.	700
Philadelphia and Reading Coal Cars,	.	.	.	900
P. R. R. and A. V. R. R. Oil Line Cars,	.	.	.	202
Union Line,	.	.	.	1,636
Allentown Line,	.	.	.	249 <sup>1</sup>
National Line,	.	.	.	1,000
Total,	.	.	.	<u>5,619</u>

#### CARS IN MAINTENANCE OF WAY SERVICE.

Cabin cars,	.	.	.	.	.	.	23
Gondola cars,	.	.	.	.	.	.	159
Dump " "	.	.	.	.	.	.	140
Derrick " "	.	.	.	.	.	.	14
Hand " "	.	.	.	.	.	.	217
Hand trucks,	.	.	.	.	.	.	256
Paint cars,	.	.	.	.	.	.	1
Total,	.	.	.	.	.	.	<u>810</u>

#### RECAPITULATION.

Passenger equipment, number of cars,	.	.	.	363
Freight " " "	.	.	.	8,232
Cars in maintenance of way service,	.	.	.	810
Individual cars and cars of other railroad companies run regularly on Pennsylvania Railroad,	.	.	.	5,619
Total,	.	.	.	<u>15,024</u>

## GENERAL REMARKS.

Considering the increased demand upon the motive power, the condition of the engines is not bad, though somewhat inferior to that at the commencement of the year. The number of new and rebuilt engines was small in proportion to the increased mileage, and consequently the power at times was overtaxed.

The work in the car department has increased over the preceding year, the new car shops having greatly added to our facilities for this work. In addition to the construction reported and the usual repairs, there were built fifteen sleeping cars for the Pullman Palace Car Company, and three hundred drop bottom gondolas for the Philadelphia and Erie Railroad.

The passenger equipment has been improved and somewhat increased. The condition of the freight equipment has also been improved, and the number of cars in shop on an average has been decreased. The weekly average under and awaiting repairs being one hundred and forty-seven Pennsylvania Railroad cars, and forty-nine individual and company cars.

It gives me pleasure to add, before closing this statement of the year's labors, my acknowledgment of the efficiency and zeal of the officers and employees in the discharge of their respective duties in this department.

Very respectfully,

ISAAC DRIPP,  
*Superintendent Motive Power and Machinery.*



# REPORT

## OF THE

### CHIEF ENGINEER OF CONSTRUCTION

Chief Engineer of the  
**CONSTRUCTION DEPARTMENT**  
PHILADELPHIA, JANUARY 1, 1891

J. EDGAR THOMSON, ESQ.,  
*President.*

SIR:—The following report of work done in the department during the past year is respectfully submitted.

A third pier has been constructed at Greenbush, 100 feet in width and 500 feet in length, from the face of the pier to the Warden's line, with a dock of 150 feet in front of it and pier No. 2. The filling up of the low ground between the bulkhead, and the erection of trestles, platforms and coal sheds, are now in progress.

A considerable amount of grading for additional tracks has been done in the West Philadelphia yard, and in the vicinity of Mantua and Hestonville.

Between Thirtieth and Forty-first streets, 1500 feet of new side tracks have been laid.





# REPORT

## OF THE

### CHIEF ENGINEER OF CONSTRUCTION.

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**Chief Engineer's Office,  
CONSTRUCTION DEPARTMENT,**

PHILADELPHIA, *January 20, 1872.*

J. EDGAR THOMSON, ESQ.,

*President.*

SIR:—The following report of work done in this department during the past year is respectfully submitted.

A third pier has been constructed at Greenwich, sixty feet in width and 500 feet in length, from the face of the bulkhead to the Warden's line, with a dock of 150 feet in width between it and pier No. 2. The filling up of the low ground west of the bulkhead, and the erection of trestles, platform, and coal shutes, are now in progress.

A considerable amount of grading for additional tracks has been done in the West Philadelphia yard, and in the vicinity of Mantua and Hestonville.

Between Thirtieth and Forty-first streets, 15,018 feet of new side tracks have been laid.

(59)

Third track to facilitate the passing of freight by passenger trains, has been laid as follows:—

Between Rosemont and Villa Nova Stations, 4,200 feet; west of Downingtown, 4,400 feet; and west of Parkesburg, 12,600 feet. A length of 14,960 feet has been graded between Gordonville and Bird in Hand Stations, and the ballast is now being put on.

In addition to which, a large amount of third track has been constructed on the Middle and Pittsburgh divisions by the Maintenance of Way forces under the direction of the transportation department. The new line between Athensville and Rosemont, 12,700 feet in length, was opened for use on March 27th, and that between Rosemont and Villa Nova, 5,200 feet in length, on November 6th. The grading on the section immediately west of Villa Nova, 3,300 feet in length, is progressing favorably; and on the following section, terminating west of Morgan's Corner, 3,400 feet in length, the ballasting is nearly completed, and a force engaged in laying track.

From the end of this section to the turnpike crossing west of Eagle Station, it is not contemplated to make any changes.

Between the last mentioned point and the Green Tree Station, a distance of about five miles, revisions of the location have been made, with a view to having the work commenced during the ensuing summer.

From a point about 1,900 feet west of the Green Tree, the grading and masonry is now under contract for a distance of three and two-tenths miles; the work is very heavy and will occupy most of the present year.

On the next section of 6,100 feet in length, terminating a short distance west of Steamboat Station, the rails are laid and connections with the old line will soon be made. The masonry and superstructure of the bridge over the railroad at Belmont

Avenue have been completed. At Paxton Creek, east of Harrisburg, the abutments have been rebuilt and extended to accommodate four tracks; the iron superstructure, forty-eight feet in length, is nearly ready for setting up.

The masonry and superstructure of the bridge over Little Conestoga were completed early in the year.

The masonry for a bridge over the railroad and canal at State Street, Harrisburg, was commenced in the early part of the summer, and is approaching completion.

The iron superstructure for the bridges at Mt. Union and Manayunk, consisting each of five spans averaging 126 feet, has been erected during the year.

Plans have been furnished to the transportation department for modifications of several iron bridges on the Juniata.

The following new buildings have been erected :

A frame passenger station and dwelling at Rosemont.

A brick " " " " " Morgan's Corner.

A frame " " " " " Highspire.

A brick " " " " " Hawkins.

A brick passenger station at Hollidaysburg.

A frame hay barn, 80 by 200 feet, at East Liberty.

At Morgan's Corner a large well has been sunk, and a brick engine house and frame tank house erected. The supply of water at this point is now good.

A building for a hotel has been erected at Bryn Mawr, which is expected to be ready for use early next season.

The ballast-breaker at Gallagherville has been in successful operation since the commencement of the past summer, and has supplied a very large amount of stone ballast for the new lines.

A retaining wall, 1,300 feet in length, has been constructed along Tenth Avenue, at Altoona, by means of which, space has been obtained for an additional railroad track.

A brick extension of the Logan House, at Altoona, 42 by 140 feet, three stories in height, has been erected, and will be ready for occupation in the course of the next three months.

At the new car shops, Altoona, the buildings reported as in progress at this time last year, were completed early in the season; in addition to which, the following have been erected, viz.: A brick store house for paints, 37 by 52 feet, consisting of a basement and one floor above. A brick house, 14 by 24 feet, for storage of oil and waste.

An extension of the blacksmith shop eastward 51 feet, and westward 102 feet. The building is now 74 by 357 feet, and contains thirty-one double fires, besides three large heating furnaces and several small furnaces.

A sunken track has been constructed, 445 feet in length, to facilitate the loading of car wheels; also a coal-pit, 25 by 125 feet, with an elevated track.

Fences have been erected around the shop grounds; 1,070 lineal feet of sewers built in addition to those constructed previously, and 5,168 feet of track laid, making the total length of railroad track 41,868 feet, of which 7,870 feet are in the buildings.

Lombaert Street has been opened and graded for the whole extent of the Company's grounds.

A brick paint house, 14 by 24 feet, and a shed, 50 by 150 feet, for the storage of worked lumber, are in progress.

On the Philadelphia and Erie Railroad, the following work has been done under the direction of this department:

A frame passenger and freight depot, 25 by 80 feet, at Kane.

A brick passenger station 32½ by 180 feet, at Williamsport.

“ “ “ 26½ by 104 feet at Sunbury, not yet completed.

A new line of about seven miles in length has been located on the south side of the river opposite to Williamsport, connecting with the present road near the south-east end of the Williamsport Bridge, and the south-west end of the Linden Bridge.

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From Williamsport Bridge to Dubois' Mill, a distance of  $3\frac{5}{16}$  miles, the road has been graded, and the construction of one track nearly completed.

On the Lewisburg, Spruce Creek, and Centre County Railroad, a single track with the requisite sidings has been laid from Lewisburg to Mifflinburg, a distance of ten miles; and at the latter point a passenger and freight depot is now being erected.

Respectfully submitted,

W. HASELL WILSON,  
*Chief Engineer.*



REPORT  
OF THE  
CONTROLLER.

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Accounting Department, Pennsylvania R. R. Co.  
**CONTROLLER'S OFFICE.**

PHILADELPHIA, *January 2, 1871.*

To the President and Directors of the  
Pennsylvania Railroad Company.

GENTLEMEN:—The accompanying statements, compiled from the records on file in this Department, show in detail the business of the Transportation Department of the road for the year ending December 31, 1871, of which the following is a general summary :



*Memorandum Exhibit of Earnings, Expenses, &c., of the Pennsylvania Railroad for the year 1871.*

Total earnings for 1871 :

From transportation of freights and tolls from	
individual cars, . . . . .	\$14,052,304 51
" first class passengers, . . . . .	3,719,264 36
" emigrant passengers, . . . . .	156,392 12
" Adams Express, . . . . .	362,349 90
" carrying U. S. mails, . . . . .	147,893 12
" rent from workmens' and other houses, . . . . .	77,411 72
" sundry sources, . . . . .	204,221 05
	<hr/>
Total earnings, . . . . .	\$18,719,836 85
	<hr/> <hr/>

Total expenses for 1871 :

For motive power, . . . . .	\$3,049,027 28
" conducting transportation, . . . . .	4,039,751 60
" maintenance of way, . . . . .	3,302,286 95
" maintenance of cars, . . . . .	1,202,521 74
" general expenses, . . . . .	229,845 77
	<hr/>
Total expenses, . . . . .	\$11,823,433 34
Net earnings to balance, . . . . .	6,896,403 51
	<hr/>
	\$18,719,836 85
	<hr/> <hr/>

*Transportation Balance Sheet.*

DR.

To amount of stock on hand January 1, 1871, .	\$1,788,239	19
To amount of bills during 1871, . . . .	12,236,013	59
To amount of pay rolls during 1871, . . .	6,830,050	58
	<u>\$20,944,303</u>	<u>36</u>

CR.

By amount expended in the following departments :

Motive power, . . . . .	\$3,049,027	28
Conducting transportation, . . . . .	4,039,751	60
Maintenance of way, . . . . .	3,302,286	95
Maintenance of cars, . . . . .	1,202,521	74
General expenses, . . . . .	229,845	77
Cost of construction and equipment of road, .	5,533,959	15
Individuals and companies (General Superintendent's account), . . . . .	1,792,291	54
Road and shop stock on hand January 1, 1872,	1,794,619	33
	<u>\$20,944,303</u>	<u>36</u>

Respectfully submitted,

SAMUEL G. LEWIS,  
Controller.

## ANNUAL REPORT, 1871. ACCOUNTING DEPARTMENT—STATEMENT NO. 1

Dr. *General Exhibit of Earnings and Expenses of the Pennsylvania Railroad Company, for the year ending December 31. Cr.*

1871. TO AMOUNT OF EARNINGS FROM	1871. BY AMOUNT OF EXPENSES IN	Passenger.	Freight.	Totals.
Freights at Stations and Tolls on Individual Cars.....	\$14,082,304 51	\$1,048,276 42	\$2,991,475 18	\$4,089,751 60
First Class Passengers.....	3,719,264 36	610,249 10		
Emigrant Passengers.....	156,392 12		2,438,778 18	3,049,027 28
Express.....	862,349 90	435,180 07		
Carrying United States Mails.....	147,803 12		767,341 67	1,202,521 74
	4,385,899 50	825,571 73		
			2,476,715 22	3,302,286 96
Rents.....	77,411 70	57,461 44	172,384 33	229,845 77
Sundry sources.....	204,221 05	1,479,568 96	5,416,834 56	6,896,403 51
	281,632 84			
	\$18,719,836 86	\$4,456,307 71	\$14,263,529 14	\$18,719,836 86

STATEMENT No. 2.  
*Statement of the Earnings and Expenses for 1871.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January.....	\$1,262,223 89	\$833,526 00	\$428,697 89
February.....	1,270,703 80	854,801 93	415,901 87
March.....	1,606,884 32	933,178 22	733,706 10
April.....	1,563,216 17	974,258 68	588,957 49
May.....	1,663,148 09	1,142,496 88	520,651 21
June.....	1,613,609 56	1,141,689 06	471,920 50
July.....	1,533,003 30	872,620 20	660,383 10
August.....	1,624,026 41	950,196 92	667,829 49
September.....	1,689,556 32	949,478 11	740,078 21
October.....	1,743,732 17	1,048,776 01	694,956 16
November.....	1,608,920 48	932,804 71	676,115 77
December.....	1,480,812 34	1,183,606 62	297,205 72
TOTALS.....	\$18,719,836 85	\$11,823,433 34	\$6,896,403 51

## STATEMENT No. 3.

*General Statement of Earnings for the year 1871.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From Freight at Stations, & Tolls on individual cars, . .	942,683.78	987,752.13	1,285,490.80	1,194,475.05	1,242,916.11	1,207,896.57	1,115,795.67	1,103,686.65	1,255,119.62	1,258,315.19	1,240,994.19	1,137,306.96	14,052,304.51
Total Freight Earnings, . .	\$942,683.78	\$987,752.13	\$1,285,490.80	\$1,194,475.05	\$1,242,916.11	\$1,207,896.57	\$1,115,795.67	\$1,103,686.65	\$1,255,119.62	\$1,258,315.19	\$1,240,994.19	\$1,137,306.96	\$14,052,304.51
<b>PASSENGER EARNINGS.</b>													
From First Class Passengers, . .	233,553.27	219,110.05	314,454.74	305,008.26	333,720.64	\$17,658.80	\$41,265.37	\$67,654.40	\$98,813.09	\$79,680.76	\$79,910.76	\$57,214.12	\$3,719,264.36
Emigrant Passengers, . .	2,636.98	2,355.83	6,396.05	14,451.40	24,693.91	19,539.39	16,480.45	14,728.44	16,717.55	14,611.49	15,193.97	8,367.11	156,362.12
Adams & Co's Express, . .	15,130.00	13,990.00	15,930.00	14,580.00	15,720.00	15,150.00	15,150.00	15,720.00	15,150.00	15,150.00	15,150.00	15,150.00	181,960.00
" Excess weights, . .	21,181.76	20,832.70	8,397.92	5,128.85	11,454.63	13,894.39	14,127.91	7,180.77	23,383.44	23,383.44	26,316.74	28,440.77	180,389.90
United States Mails, . .	12,264.25	12,237.90	12,264.56	12,264.56	12,264.57	12,226.32	12,261.35	12,564.61	12,264.39	12,459.75	12,264.37	12,331.91	147,693.12
Total Passenger Earnings, . .	\$74,715.36	\$68,546.03	\$357,433.27	\$351,452.57	\$397,853.54	\$78,270.80	\$399,291.09	\$117,860.22	\$142,745.03	\$125,294.44	\$348,544.54	\$331,623.21	\$4,385,899.50
<b>MISCELLANEOUS EARNINGS.</b>													
From Rents, . . . . .	11,037.39	4,250.06	2,452.56	6,490.41	4,431.95	7,690.00	10,780.33	3,390.22	4,639.83	6,367.86	6,097.70	9,103.43	77,411.79
Sundry sources, . . . . .	\$1,775.86	\$0,145.58	\$21,477.89	\$10,867.81	\$17,946.49	\$19,839.09	\$7,139.21	\$9,079.32	\$7,641.84	\$23,764.68	\$12,993.75	\$12,716.08	\$90,221.03
Total Miscellaneous Earnings, . .	\$12,813.25	\$4,395.64	\$23,930.45	\$17,358.22	\$22,378.44	\$27,449.09	\$17,919.54	\$12,469.54	\$11,681.67	\$30,132.54	\$19,091.45	\$21,819.48	\$281,632.84
Total Earnings from all sources, . .	\$1,262,223.89	\$1,270,703.80	\$1,666,864.22	\$1,563,216.17	\$1,663,146.09	\$1,613,609.56	\$1,533,000.30	\$1,624,036.41	\$1,630,556.32	\$1,743,782.17	\$1,608,920.46	\$1,460,412.34	\$18,719,866.86

## STATEMENT No. 4.

## CONDENSED EXHIBIT OF MONTHLY EXPENSES.

*Conducting Transportation, Motive Power, Maintenance of Cars, Maintenance of Way, and General Expenses for 1871.*

MONTH.	CONDUCTING TRANSPORTATION.			MOTIVE POWER.			MAINTENANCE OF CARS.			MAINTENANCE OF WAY.			GENERAL EXPENSES.			TOTALS.
	Passenger.	F. & Gt.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	
January .	\$46,951 66	\$723,044 32	\$369,992 96	\$51,975 31	\$186,193 43	\$240,168 64	\$25,662 70	\$65,961 63	\$91,524 33	\$46,940 53	140,321 61	187,733 14	\$6,518 67	\$10,556 04	\$14,074 71	\$338,126 00
February .	92,610 69	311,331 37	293,992 06	52,008 60	170,453 26	222,461 86	31,192 40	60,433 23	91,625 63	53,903 87	161,860 61	215,351 48	7,659 96	22,279 92	29,939 90	554,401 96
March .	51,507 07	218,748 64	300,255 71	46,303 95	183,353 72	231,557 67	49,902 03	66,560 30	116,462 33	66,027 05	198,061 18	264,106 23	5,186 57	15,500 71	20,777 28	683,178 23
April .	71,316 65	254,923 36	326,243 01	50,384 60	195,606 79	245,991 39	40,121 78	67,105 97	107,227 75	70,122 75	210,369 26	280,491 01	4,076 63	14,029 97	18,706 63	974,353 68
May .	69,193 96	314,326 36	313,524 32	61,297 41	314,033 83	405,330 24	38,428 08	79,139 26	117,567 34	73,875 96	219,877 81	291,603 74	9,025 81	10,577 43	14,503 24	1,042,608 86
June .	109,913 04	297,691 47	407,604 51	53,533 61	214,435 96	267,969 57	46,238 46	97,996 30	144,236 66	75,251 43	226,754 31	301,005 74	5,318 39	16,656 17	20,873 56	1,141,690 06
July .	77,093 37	332,439 73	309,552 10	43,845 02	165,625 12	210,970 14	54,453 18	89,419 96	144,073 14	65,336 41	196,609 31	262,145 62	3,069 80	11,900 40	15,870 20	872,992 30
August .	76,460 26	244,465 25	\$20,866 68	53,219 51	168,371 40	221,791 31	37,268 15	57,832 06	95,110 21	75,529 82	226,569 72	307,119 64	4,076 80	12,290 43	16,367 23	864,196 92
September .	72,835 84	238,186 79	310,824 63	48,463 69	178,221 50	226,715 19	34,627 45	59,933 63	93,561 07	71,666 19	223,968 53	298,664 77	4,225 12	14,784 33	19,713 45	949,475 11
October .	152,160 15	372,786 09	\$9,853 24	48,064 56	194,835 39	242,899 95	55,224 98	99,700 30	154,925 28	75,317 94	225,963 64	301,471 78	9,780 94	11,192 82	14,975 76	1,048,776 01
November .	79,560 57	241,291 14	320,851 51	47,750 03	221,126 94	268,875 97	35,605 26	66,267 73	91,768 01	56,897 49	170,992 43	227,889 91	5,823 58	17,470 73	23,294 31	932,964 71
December .	118,660 24	312,217 66	431,068 90	46,873 71	214,540 82	263,214 53	33,265 26	65,710 21	96,975 79	92,313 23	277,029 66	369,872 89	6,239 13	15,717 88	20,956 61	1,183,606 62
Totals.....	1,048,276 42	2,991,475 18	4,029,751 60	610,349 10	2,438,775 18	3,049,124 28	435,190 07	767,311 67	1,205,521 74	825,571 75	2,176,715 22	3,302,266 95	57,481 44	173,364 33	230,845 77	11,293,433 94

## STATEMENT No. 5.

*Expenses of the Transportation Department, Pennsylvania Railroad Company, for the year ending December 31, 1871.*

HEADS OF ACCOUNTS.	CONDUCTING TRANSPORTATION.		MOTIVE POWER.		MAINTENANCE OF CARS.		MAINTENANCE OF WAY.		GENERAL EXPENSES.		TOTALS.
	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	
Advertising.....	\$28,903 82	\$561 03							\$2,906 76	\$3,990 28	\$1,541 89
Agents.....	40,546 12	67,899 78									108,436 90
Attendants.....									1,538 25	4,614 75	6,153 00
Baggage masters.....	16,403 06										46,453 06
Ballast.....											212,969 97
Bridges.....	65,104 29	616,624 58									681,728 87
Bridges, repairs of.....	35,833 49	30,527 19			4,898 79	14,696 48					85,014 03
Car furniture and fixtures.....											60,360 68
Car shops and sheds.....	8,840 63	63,250 88									19,696 27
Car service.....	71,358 23	66,026 94									72,091 61
Cars, cleaning and inspecting.....					2,034 81	6,161 56					137,385 17
Cars, repairs of ballast and wood.....					416,291 78	710,676 35					710,676 35
Cars, repairs of freight.....											416,291 78
Cars, repairs of passenger and baggage.....											10,247 03
Cars, road and hand.....											80,833 35
Chairs.....	58,262 97	173,909 57									304,741 05
Clerks.....											611,750 06
Coal.....	65,469 49	210,126 02	58,369 12	623,380 94					16,622 73	49,868 21	284,596 61
Conductors.....			5,181 07	19,271 24							24,452 31
Cotton waste.....											346,821 23
Cross-ties.....	18,652 36	60,791 82									85,444 18
Despatchers.....	3,172 11	317,966 75									321,138 86
Drawbacks and overcharges.....											697,016 89
Engineers and firemen.....	128,610 83	560,209 06									71,218 05
Eng. houses, mach. shop & turntable, repairs of.....	17,812 01	53,436 04									30,966 04
Expenses of stations, except labor.....	6,993 72	21,362 52									
Expenses of grain elevator.....											
Expenses on property.....											
Expenses on repairs.....											
Foreign agencies.....	148,611 96	91,215 33									
Foreman and watch houses, repairs of.....											
Fuels.....											
Fuel and light.....									496 67	1,489 95	1,366 62
Fuel at stations.....	5,748 85	2,701 31									8,510 16

[illegible]





## STATEMENT No. 6.

## EXPENSES OF ENGINES.

*Philadelphia Division.*

## AVERAGE COST PER 100 MILES.

CLASS.	Repairs.	Fuel.	Stores.	Totals.
Passenger Engines.....	5.33	4.28	.80	10.41
Freight ".....	6.29	6.16	.91	13.36
Distributing ".....	3.09	4.89	.95	8.93

*Middle Division.*

## AVERAGE COST PER 100 MILES.

CLASS.	Repairs.	Fuel.	Stores.	Totals.
Passenger Engines.....	8.19	3.96	.68	12.83
Freight ".....	6.35	6.88	.71	13.94
Distributing ".....	5.02	5.09	.62	10.73

*Tyrone Division.*

## AVERAGE COST PER 100 MILES.

CLASS.	Repairs.	Fuel.	Stores.	Totals.
Passenger Engines.....	7.14	4.08	.68	11.90
Freight ".....	6.65	6.97	.82	14.34
Distributing ".....	1.52	6.40	.73	8.65

*West Pennsylvania Division.*

## AVERAGE COST PER 100 MILES.

CLASS.	Repairs.	Fuel.	Stores.	Totals.
Passenger Engines.....	4.00	3.53	.55	8.08
Freight ".....	9.07	5.24	.59	14.90
Distributing ".....	3.10	4.07	.68	7.75

*Pittsburgh Division.*

## AVERAGE COST PER 100 MILES.

CLASS.	Repairs.	Fuel.	Stores.	Totals.
Passenger Engines.....	7.72	4.45	.80	12.97
Freight ".....	7.97	6.81	.99	15.77
Distributing ".....	3.01	4.17	.66	7.84

## STATEMENT No. 7.

## ACCOUNTING DEPARTMENT.

*Abstract of Passengers and miles travelled on the whole line of Road and Branches during the year 1871.*

1871.	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First class Passengers.....	3,651,000	133,253,018	36.5	376,421
Emigrant " .....	36,451	12,202,240	334.8	34,470
Coupon " .....	1,012,534	7,462,784	7.4	21,081
	4,699,985	152,918,042	32.5	431,972

## ACCOUNTING DEPARTMENT—STATEMENT No. 8.

*Freight Earnings of the Pennsylvania Railroad for the year 1871.*

	Total.
Philadelphia to Pittsburgh.....	\$1,301,736 61
Philadelphia to way-stations.....	719,641 21
Way-stations to Philadelphia.....	3,517,924 46
Pittsburgh to Philadelphia.....	2,703,750 92
Pittsburgh to Baltimore.....	229,034 47
Pittsburgh to way-stations.....	1,103,852 98
Way-stations to Pittsburgh.....	887,593 45
Baltimore to Pittsburgh.....	114,580 57
LOCAL—Eastward.....	2,655,054 68
Westward.....	819,135 16
Total freight earnings.....	\$14,052,304 51

*Information from Record Books, Accounting Department.*

Tons of Through Freight, Eastward.....	708,327	Mileage of Through Freight, Eastward .....	253,581,076
Tons of Through Freight, Westward.....	314,305	Mileage of Through Freight, Westward.....	112,521,165
Tons of Local Freight, Eastward..	3,700,257	Mileage of Local Freight, Eastward..	533,268,389
Tons of Local Freight, Westward..	1,852,964	Mileage of Local Freight, Westward..	112,521,587
Total tons moved.....	6,575,848	Total mileage.....	1,011,892,207



# REPORT

OF THE

## GENERAL SUPERINTENDENT

OF THE

# PHILADELPHIA & ERIE RAILROAD

(Pennsylvania Railroad Co., Lessee).

**Office of General Superintendent,**

ERIE, PA., *January 1, 1872.*

To the President and Directors of the  
Pennsylvania Railroad Company.

GENTLEMEN :—The operations of the Philadelphia and Erie Railroad, for the year ending December 31, 1871, have been as follows :

### GROSS EARNINGS.

Freight,	-	-	-	\$2,800,358	31
Passenger,	-	-	-	607,878	94
Mails,	-	-	-	24,974	16
Expresses,	-	-	-	38,030	10
Incidentals,	-	-	-	71,022	22
				\$3,542,263	73

### EXPENSES.

Conducting Transportation,	-	\$751,360	36
Motive Power, -	-	741,272	21
Maintenance of Way, -	-	995,192	16
Maintenance of Cars, -	-	295,148	07
			<u>\$2,782,972 80</u>
Net earnings, -	-	-	<u>\$759,290 93</u>

The Philadelphia and Erie proportion of earnings, being the difference between that charged to operating the road and the gross receipts, amounts to \$759,290 93.

The earnings and expenses of 1871, compared with those of 1870, are:

	Earnings.	Expenses.	Net Earnings.
1871,	\$3,542,263 73	\$2,782,972 80	\$759,290 93
1870,	3,144,044 71	2,577,728 42	566,316 29
Increase,	<u>\$398,219 02</u>	<u>\$205,244 38</u>	<u>\$192,974 64</u>

In detail are:

### EARNINGS.

	Freight.	Passengers.	Mails.	Expresses.	Incidentals.
1871.	\$2,800,358 31	\$607,878 94	\$24,974 16	\$38,030 10	\$71,022 22
1870.	2,459,154 52	606,438 31	25,000 00	33,111 95	20,339 93
Increase..	341,203 79	1,440 63	.....	4,918 15	50,682 29
Decrease.....	.....	.....	25 84	.....	.....

### EXPENSES.

	Cond'g Trans.	Motive Power.	Main. of Way.	Main. of Cars
1871.	\$751,360 36	\$741,272 21	\$995,192 16	\$295,148 07
1870.	712,179 28	736,926 66	867,912 25	260,710 23
Increase....	39,181 08	4,345 55	127,279 91	34,437 84

The expenses being 78 $\frac{2}{3}$  per cent. of the earnings.

---

The receipts of the Lewisburg, Centre, and Spruce Creek Railroad (included in the gross earnings of the Philadelphia and Erie Railroad), are:

From Passengers,	-	-	-	-	\$6,872 59
“ Freight,	-	-	-	-	8,402 97
Total,	-	-	-	-	<u>\$15,275 56</u>

#### MAINTENANCE OF WAY.

The expenses in this department amount to \$995,192 16, or 35 $\frac{8}{9}$  per cent. of gross expenses, and are in excess of those of 1870, \$127,279 91, the increase being made up by cost of materials used in repairs of track.



The following quantities of materials have been used during the year, viz.:

	Eastern Division.	Middle Division.	Western Division.	Totals.
Tons iron rails, construction.....	108	286	492	886
“ “ renewals.....	3,250	2,541	2,252	8,043
“ steel rails, “ .....	169	407	537	1,113
“ “ construction.....			2	2
Pound spikes, “ .....	7,175	18,551	29,550	55,276
“ “ renewals .....	26,430	77,500	57,709	161,839
Number chairs, “ .....	591	3,438	4,514	8,543
“ “ construction .....	6	342	1,069	1,417
“ stop-chairs, “ .....	8		90	98
“ “ renewals .....	4,945	18,838	20,227	44,010
Sets iron splices, “ .....	10,517	11,161	10,502	32,180
“ “ “ construction.....	129	588	694	1,411
“ steel “ renewals.....	29	397		426
“ wooden “ construction.....			37	37
Number cross-ties, “ .....	2,585	6,878	8,574	18,037
“ “ renewals.....	64,603	55,706	54,816	175,125
Sets switches, “ .....	20	4	39	63
“ “ construction.....	8	18	42	68
Frogs, “ .....	6	33	51	90
“ renewals.....	31	41	31	103

The roadway and bridge material account is as follows:

Balance on hand December 31, 1871.....	\$87,083 15
“ “ “ “ 1870.....	173,847 18
Decrease.....	<u>\$86,764 03</u>

Extension of sidings has been  $8\frac{245}{1000}$  miles, as follows:

	Fest.
Van Allen & Co., Northumberland, - - - -	94
Northumberland, - - - - -	3,104
Beaver, March & Co., Kapps, - - - -	154
Second Track, Dewart to Watontown (crossing), -	141
Montgomery, - - - - -	1,498
Lock Haven Tannery, - - - - -	225
Ritchie, - - - - -	303
Renovo, - - - - -	4,285
Westport, - - - - -	900
Clinton, - - - - -	1,627
Beechwood, - - - - -	663
St. Mary's, - - - - -	2,706
Whistletown, - - - - -	1,283
Johnsonburg, - - - - -	2,311
Wilmarth, - - - - -	225
Ridgway, Osterhaut, - - - - -	849
Wilcox, tannery, - - - - -	315
Wilcox, main, - - - - -	325
Kane, warehouse, - - - - -	493
Kane, scale, - - - - -	1,001
Sheffield, - - - - -	2,849
Warren, D. W. & P. R. R. connection, - - -	94
Brokenstraw, - - - - -	2,460
Irvineton, O. C. & A. R. R. R., - - - -	62
Pittsfield, - - - - -	1,089
Garland, - - - - -	1,096
Union, - - - - -	933
Union, U. & T. R. R. connection, - - -	83
Erie, outer depot, - - - - -	3,070
Erie, second track from outer depot, east, -	5,535
Erie, " " " " " to lake, - -	7,458
	<hr/> 47,231

or  $8\frac{245}{1000}$  miles.

Length of main track in use, - - -	287 $\frac{510}{1000}$ miles.
" sidings, - - -	104 $\frac{762}{1000}$ "
" private sidings, - - -	13 $\frac{907}{1000}$ "
Total length of track in use,	<u>405<math>\frac{279}{1000}</math></u> "

The renewals of bridge superstructure for the year amount to 465 lineal feet of Howe truss, 66 feet of stringer bridges, 238 feet arching, and 114 feet of iron girder bridges.

#### CONDUCTING TRANSPORTATION.

The amount charged to this department is \$751,360 36, an increase of \$39,181 08 over that expended in 1870, and equal to 27 per cent. of total expenses.

The increase of freight tonnage is 13 $\frac{1}{10}$  per cent. over that of 1870.

The loaded cars passing Renovo show an increase of 17,752, and at Kane of 16,273 over those moved in 1870.

	1870.	1871.	Increase.
Renovo, eastward, -	38,735	51,003	12,268
" westward, -	31,137	36,621	5,484
Kane, eastward, -	33,303	43,227	9,924
" westward, -	32,026	38,375	6,349

The total tonnage moved one mile was 232,436,009 tons, against 188,673,278 in 1870, an increase of 23 $\frac{1}{10}$  per cent. over that of previous year, equivalent to 807,069 tons over the whole length of road.

#### PASSENGER BUSINESS.

Passengers carried one mile :

	1871.	1870.	Increase.
	19,759,982	19,162,897	597,085

equal to 68,728 over whole road, the total number carried during the year being 684,884.

The average distance travelled by each person having been 28 $\frac{85}{100}$  miles.

## MOTIVE POWER.

The expenses of this department for 1871 were \$741,272 21, or  $26\frac{7}{10}$  per cent. of gross expenses, an increase of \$4,345 53 over that of previous year. The engine mileage has increased  $13\frac{9}{10}$  per cent., and cost per mile run  $29\frac{2}{10}$ , against 33.06 cents in 1870. The freight engines showing for each mile run  $119\frac{8}{100}$  tons of paying freight moved, to  $111\frac{1}{100}$  tons in 1870.

The engines in service number 126, and are :

In good order,	.	.	.	.	.	68
In running order,	.	.	.	.	.	23
In bad order,	.	.	.	.	.	7
Condemned,	.	.	.	.	.	2
In shop for repairs,	.	.	.	.	.	5
" rebuilding,	.	.	.	.	.	6
In running order, but needing general repairs,	.	.	.	.	.	14
On Daguscahonda Railroad,	.	.	.	.	.	1
Total,	.	.	.	.	.	<u>126</u>

The operations in this department are shown in the annexed tables :

## MILES RUN.

	Passenger.	Freight.	Distributing.	Total.
Eastern Division....	232,660	535,543	33,029	801,232
Middle   "   ...	140,276	672,346	36,041	848,663
Western   "   ...	190,010	659,371	39,135	888,516
1871.....	562,946	1,867,260	108,205	2,538,411
1870.....	508,590	1,628,254	91,839	2,228,683
Increase .....				309,728

*Greatest Mileage with Passenger Trains.*

Eastern Division, Engine 1086,	.	.	50,477 miles.
Middle " " 1083,	.	.	39,730 "
Western " " 1090,	.	.	40,820 "

*Average Mileage with Passenger Trains.*

Eastern Division,	.	.	33,237 miles.
Middle " . . . .	.	.	35,069 "
Western " . . . .	.	.	31,668 "

*Greatest Mileage with Freight Trains.*

Eastern Division, Engine 1057,	.	.	41,812 miles.
Middle " " 1031,	.	.	34,457 "
Western " " 1117,	.	.	36,695 "

*Average Mileage with Freight Trains.*

Eastern Division,	.	.	23,284 miles.
Middle " . . . .	.	.	24,012 "
Western " . . . .	.	.	24,421 "
Total average mileage with passenger trains,	.	.	33,114 "
" " " freight " .	.	.	23,636 "

## COST OF REPAIRS, FUEL, AND STORES.

	Repairs.	Fuel.	Stores.	Total.
Eastern Division....	\$56,616 00	\$53,965 43	\$5,919 14	\$116,500 57
Middle " ....	72,609 66	65,790 98	6,460 26	144,860 90
Western " ....	72,467 11	65,960 29	6,817 29	145,244 69
1871.....	201,692 77	185,716 70	19,196 69	406,606 16
1870.....	221,904 44	170,352 63	27,139 61	419,396 68
Increase .....	.....	15,364 07	.....	.....
Decrease.....	20,211 67	.....	7,942 92	12,790 52

*Total average cost per 100 miles run.*

	Repairs.	Fuel.	Stores.	Total.
Eastern Division.....	7.07	6.71	.74	14.52
Middle   "       .....	8.57	7.73	.76	17.06
Western   "       .....	8.15	7.47	.77	16.39
Entire road, total average....	7.94	7.32	.76	16.02

*Comparative statement of average cost per 100 miles for years 1869, 1870, and 1871.*

	Repairs	Fuel.	Stores.	Total.
1869.....	7.11	8.02	1.31	18.44
1870.....	9.96	7.64	1.22	18.82
1871.....	7.94	7.32	.76	16.02

*Amount of material on hand at different shops.*

	Dec. 31, 1871.	Dec. 31, 1870.	Increase.	Decrease.
Sunbury.....	\$15,531 00	\$13,963 92	\$1,567 08	.....
Renovo.....	168,939 25	101,847 21	57,092 04	.....
"   Iron Foundry...	3,612 58	2,175 05	1,437 53	.....
"   Brass   "   ...	1,059 41	2,272 80	.....	\$1,213 39
"   Wheel   "   ...	39,392 43	41,113 87	.....	1,721 44
"   Oil Works.....	5,911 82	14,567 47	.....	8,655 65
Kane.....	14,106 94	10,912 90	3,194 04	.....
Erie.....	30,806 16	38,803 69	.....	7,997 53
	279,359 59	235,656 91	63,290 69	19,588 01
Total increase.....			43,702 68	

*The consumption of fuel during the year was as follows :*

	Cords of Wood.	Net Tons Coal.
Eastern Division.....	1,430.0	27,513
Middle    "    .....	1,590.3	33,355
Western    "    .....	2,036.6	33,097
Consumed by Locomotives.....	5,057.1	93,965
"    at shops, stations, &c.....	288.1	7,681
	5,345.2	101,646

*Stock on hand, December 31, 1871, was as follows :*

	Cords of Wood.	Net Tons Coal.
Eastern Division.....	1,512.1	713.
Middle    "    .....	15.7	294.
Western    "    .....	1,125.7	259.
Totals.....	2,653.7	1,266.

#### MAINTENANCE OF CARS.

The expenses in this Department amount to \$295,148.07, or 10 $\frac{5}{10}$  per cent. of gross expenses, and are \$34,437.84 in excess of previous year's expense.

## PASSENGER EQUIPMENT.

	Total on hand Dec. 31, 1871.	First Class No. changed to Emi- grant No.	Vacant numbers.	In shop for repairs.	Total in service Dec. 31, 1871.
Passenger Cars.....	40	1	11	4	24
Emigrant ".....	7	.....	2	.....	5
Baggage ".....	15	.....	3	1	11
Express ".....	6	.....	.....	1	5
Total.....	68	1	16	6	45

## FREIGHT EQUIPMENT.

	Total on hand Dec. 31, 1871.	Built at Renovo and Kane Shops.	Built at Altoona shops.	Total on hand.	In shops.	Vacant Nos.	Total in service Dec. 31, 1871.
Box cars.....	811	.....	.....	811	8	43	760
Freight cabooses.....	43	.....	.....	43	1	2	40
Stock .....	100	.....	.....	100	1	7	92
Gondola.....	1,265	50	300	1,615	19	63	1,533
Eight wheeled coal.....	30	.....	.....	30	.....	3	27
Four " ".....	40	.....	.....	40	.....	4	36
Total.....	2,289	50	300	2,639	29	122	2,488



## IN MAINTENANCE OF WAY DEPARTMENT.

Box cars, . . . . .	15
Gondolas, . . . . .	48
Dumps, . . . . .	61
Hand cars, . . . . .	86
Hand trucks, . . . . .	86
Derrick, four wheel, . . . . .	6
Derrick, eight wheel, . . . . .	5
Total, . . . . .	<u>307</u>

## RECAPITULATION.

Passenger cars . . . . .	40
Emigrant, " . . . . .	7
Baggage " . . . . .	15
Express " . . . . .	6
Freight " . . . . .	2,639
Maintenance of way cars, . . . . .	307
Total number of cars, . . . . .	<u>3,014</u>

## MISCELLANEOUS.

*Comparative Exhibit of Passenger Traffic for 1869, 1870, and 1871.*

	Mileage.	Passengers moved one mile.		Receipts.		Expenses.		Net Earnings.	
		Total.	Per Engine mile.	Total.	Per passenger per mile.	Total.	Per passenger per mile.	Total.	Per passenger per mile.
1869.	494,632	25,044,182	50	\$752,007 06	3.000	\$554,881 76	2.214	\$197,125 30	1.786
1870.	530,466	19,122,897	36	674,533 82	3.137	680,465 91	3.000	*5,932 09	*.117
1871.	599,014	19,759,982	33	689,375 21	3.100	651,153 75	3.100	38,221 46	1.700

\* Net loss.

*Comparative Exhibit of Freight Traffic for 1869, 1870, and 1871.*

	Mileage.	Tons moved one mile.		Receipts.		Expenses.		Net Earnings.	
		Total.	Per Engine mile.	Total.	Per ton per mile.	Total.	Per ton per mile.	Total.	Per ton per mile.
1869.	1,779,224	175,002,844	98.16	\$2,453,744 85	1.400	\$1,756,373 99	1.000	\$697,370 86	1.400
1870.	1,698,217	188,673,278	111.10	2,400,467 39	1.400	1,828,219 01	1.000	572,248 38	1.400
1871.	1,939,397	232,436,009	119.10	2,792,374 70	1.400	2,071,305 23	1.000	721,069 47	1.400

COMPARATIVE EXHIBIT OF TOTAL WORKING OF THE ROAD FOR  
1869, 1870, AND 1871.

	Mileage.	Proportion of Mileage.		Receipts.	Expenses.	Net Earn'gs.	Per cent cost of working Road.	P. & E. proportion.
		Passg'r.	Freight.					
1869.	2,773,856	21.8	78.2	\$3,205,751 91	\$2,311,255 75	\$894,496 16	72	\$956,009 12
1870.	2,228,683	23.8	76.2	3,075,001 21	2,508,684 92	666,316 29	81½	566,316 29
1871.	2,538,411	23.6	76.4	3,481,749 91	2,722,458 98	759,290 93	78 2-10	759,290 93

Shipments of coal from Robert's Run Mines, on the Danville, Hazleton, and Wilkesbarre Railroad, to points on Philadelphia and Erie Railroad, commenced February 27, 1871.

In August, 1871, the Dunkirk, Warren, and Pittsburgh Railroad was completed from Dunkirk, New York, and a connection was made with Philadelphia and Erie Railroad at Warren.

In September its through business, between the oil regions and the east, was passed over the Philadelphia and Erie Railroad, between Warren and Irvineton.

The Lewisburg Centre and Spruce Creek Railroad was extended to Mifflinburg, nine and two-tenths miles from Lewisburg, and was opened for business to that point November 1, 1871.

The Danville, Hazleton, and Wilkesbarre Railroad was completed, and road opened to Hazleton December 11, 1871, making a direct connection from the Lehigh coal fields with the Philadelphia and Erie Railroad.

Respectfully submitted,

WM. W. BALDWIN,  
*General Superintendent.*

# REPORT

OF THE

## CONTROLLER

OF THE

### PHILADELPHIA & ERIE RAILROAD

(Pennsylvania Railroad Co., Lessee).

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**Accounting Department, Pennsylvania R. R. Co.,**

CONTROLLER'S OFFICE,

*Philadelphia, January 2, 1872.*

To the President and Directors of the  
Pennsylvania Railroad Company.

GENTLEMEN:—The statistical tables herewith furnished give in detail the earnings and expenses of the Philadelphia and Erie Railroad for the year 1871, the following exhibit showing the general results:

*Condensed Exhibit of the Earnings and Expenses of the Philadelphia and Erie Railroad for the year 1871.*

#### EARNINGS.

From freights and tolls on individual cars,	\$2,800,358 31
“ passengers,	607,878 94
“ expresses,	38,030 10
“ United States mails,	24,974 16
“ sundry sources,	71,022 22
	\$3,542,263 73

## EXPENSES.

In conducting transportation,	.	.	.	\$751,360	36
In motive power,	.	.	.	741,272	21
In maintenance of way,	.	.	.	995,192	16
In maintenance of cars,	.	.	.	295,148	07
				<u>\$2,782,972</u>	<u>80</u>
Net earnings to balance,	.	.	.	759,290	93
				<u>\$3,542,263</u>	<u>73</u>

## BALANCE SHEET FOR 1871.

## DR.

To amount of road and shop stock on hand,					
January 1, 1871,	.	.	.	\$432,907	14
To amount bills during 1871,	.	.	.	2,278,025	38
"    pay rolls during 1871,	.	.	.	1,700,567	92
				<u>\$4,411,500</u>	<u>44</u>

## CR.

By amount of expenditures in the following departments:

Conducting transportation (including amount due Philadelphia and Erie Railroad Comp'y)	\$1,510,651	29
Motive power,	741,272	21
Maintenance of way,	995,192	16
Maintenance of cars,	295,148	07
	<u>\$3,542,263</u>	<u>73</u>
Individuals and Co.'s (Gen'l Supt.'s account),	484,723	02
Road and shop stock on hand, Jan. 1, 1872,	384,513	69
	<u>\$4,411,500</u>	<u>44</u>

Respectfully submitted.

SAMUEL G. LEWIS,  
*Controller.*

TWENTY-SIXTH  
ANNUAL REPORT  
OF THE  
Board of Directors  
OF THE  
Pennsylvania Railroad Co.  
TO THE  
STOCKHOLDERS,  
MARCH 11th, 1873.

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PHILADELPHIA:  
E. C. MARKLEY & SON, PRINTERS, 422 LIBRARY STREET.  
1873.



TWENTY SIXTH

TWENTY SIXTH

ANNUAL REPORT

Board of Directors

Board of Directors

Pennsylvania Railroad Co.

STOCKHOLDERS

MADE IN U.S.A.

**TWENTY-SIXTH**  
**ANNUAL REPORT**  
**OF THE**  
**Board of Directors**  
**OF THE**  
**Pennsylvania Railroad Co.**  
**TO THE**  
**STOCKHOLDERS,**

**MARCH 11th, 1873.**

---

**PHILADELPHIA:**  
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**1873.**





DIRECTORS  
OF THE  
**Pennsylvania Railroad Company,**

FOR THE  
YEARS 1873 and 1874.

BY THE STOCKHOLDERS.

J. EDGAR THOMSON,  
JOSIAH BACON,  
WISTAR MORRIS,  
SAMUEL T. BODINE,  
JOHN M. KENNEDY,

EDWARD C. KNIGHT,  
JOHN RICE,  
JOHN SCOTT, Pittsburgh,  
ALEXANDER J. DERBYSHIRE,  
SAMUEL M. FELTON.

BY THE CITY OF PHILADELPHIA.

WILLIAM ANSPACH,

G. MORRISON COATES,

, ALEXANDER M. FOX.

BY THE BOARD.

THOMAS A. SCOTT,

GEORGE B. ROBERTS.

PRESIDENT,  
J. EDGAR THOMSON.

VICE-PRESIDENTS,  
THOMAS A. SCOTT, GEORGE B. ROBERTS,

Assistant to the President.  
STRICKLAND KNEASS.

Treasurer,  
EDMUND SMITH.

Secretary,  
JOSEPH LESLEY.

General Solicitor,  
WILLIAM J. HOWARD.



# ANNUAL MEETING.

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*Philadelphia, March 11, 1873.*

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held at 10 o'clock A. M. at Concert Hall.

The Hon. William S. Stokley, Mayor of Philadelphia, was called to the chair, and Joseph Lesley appointed Secretary.

The Annual Report of the Board of Directors for the year 1872 was read.

Mr. James Magee then offered the following :—

*Resolved*, That the Report of the Board of Directors for the year 1872 be and is hereby accepted by the Stockholders, and that it be published in pamphlet form.

Mr. George Earle offered the following amendment :—

*Resolved*, That for the purpose of enabling the Stockholders of the Pennsylvania Railroad Company to understandingly vote for the adoption or rejection of the Annual Report of the President and Directors of the said Railroad now presented, this meeting do now adjourn until Monday 24th inst., at 10 A. M.; and the Board of Directors cause the Report to be printed in pamphlet form, for the use of the Stockholders, at least five days before the assembling of the adjourned meeting.

Which was not adopted.

Mr. Earle then offered the following amendment:—

*Resolved*, That all that part of the Report purporting to be a reply to the resolution offered at the last Annual Meeting by Mr. John Hulme, be omitted from the printed report; and the Board of Directors are hereby requested to have the said resolution and reply thereto printed separate for the use and future action of the Stockholders.

Which was not adopted.

Mr. John Hulme then offered an amendment as follows:—

That there be printed with the Report a list of the Stockholders of the Pennsylvania Railroad, of fifty shares and upwards, their names, residence, and number of shares owned by each respectively, as they stood on the books of the Company on March 1, 1873.

Which was not adopted.

The question being taken on the resolution of Mr. Magee, it was adopted.

The following Act of the Legislature (referred to in the report) was read by the Secretary:—

“A further Supplement to the Act Incorporating the Pennsylvania Railroad Company, authorizing an increase of its capital stock, the issue of bonds and the securing of the same by mortgage.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same*, That it shall be lawful for the Pennsylvania Railroad Company, from time to time, to increase its capital stock to such amounts as the Stockholders may, by resolution passed at any regular or special meeting authorize; said increase not to exceed an amount equal to the amount of the capital stock which said Company is now by law authorized to issue, and when so authorized, to apportion or dispose of the said

shares in such manner and upon such terms (but of not less than the par value thereof) as the Board of Directors may deem for the best interests of the Company; and the said Company may issue, from time to time, bonds of the said Company, payable at such time as they may appoint, bearing interest at a rate not exceeding seven per centum per annum, with or without provision for the payment by the Company of any or all taxes on the principal or interest thereof, and to secure, from time to time, the said bonds by one or more mortgages of the whole, or any portion of the railroads, estate, real and personal, and corporate rights and franchises, acquired and to be acquired, of the said Company; *Provided, however,* That no bond or bonds shall at any time be issued in excess of the amount of the capital stock of said Company outstanding at the time of such issue; but any such mortgage or mortgages may, at the option of and to the amount fixed by the said Company, be made to secure with the same rights, lien and privileges, bonds which a subsequent increase of capital stock may enable the said Company to issue as well as those which may be issued at the date of the execution of said mortgage.

SECT. 2. That any mortgage or mortgages executed and delivered as authorized by this Act shall be recorded in the office of the Recorder of Deeds of the City and County of Philadelphia, and shall thereupon, without further record, be a lien on the property mortgaged wherever situated as fully and effectually as if it had been recorded in each of the several counties in which the mortgaged premises, or any part thereof, are or may be situated."

On motion, the following resolutions were adopted:—

*Resolved,* That the action of the Board of Directors at their meeting of the twenty-sixth day of February, 1873, accepting an Act entitled "A further Supplement to the Act Incorporating the Pennsylvania Railroad Company, authorizing an increase of its

capital stock, the issue of bonds, and the securing of the same by mortgage," approved the eighteenth day of February, 1873, be and the same is hereby ratified and approved.

*Resolved*, That in pursuance of the authority conferred by the said Act approved the eighteenth day of February, 1873, the Stockholders do hereby authorize the said Company, from time to time, to increase its capital stock to an amount not exceeding the amount of capital stock which said Company was by law authorized to issue prior to the date of said Act approved February 18, 1873; but the Board of Directors shall not issue, sell, apportion, or dispose of, more than five hundred thousand shares of the capital stock without the further action of the Stockholders.

*Resolved*, That the Board of Directors be and they are hereby authorized to issue the bonds of the Company, in pursuance of an Act entitled "A further Supplement to the Act Incorporating the Pennsylvania Railroad Company, authorizing an increase of its capital stock, the issue of bonds and the securing of the same by mortgage," approved the eighteenth of February, 1873, and to secure the same by a mortgage of the whole, or any portion of the Railroad, estate, real and personal, and corporate rights and franchises acquired and to be acquired by the said Company.

Mr. Earle offered the following:—

*Resolved*, That the Board of Directors are hereby required to have all future Annual Reports printed and distributed to the Shareholders at least ten days before the Annual Meeting called to take action thereon.

Which was not agreed to.

On motion of Mr. C. H. T. Collis, it was

*Resolved*, That the Stockholders of the Pennsylvania Railroad Company specially commend the action of the Board of Directors

in their desire to promote the success of the Centennial Anniversary of the Declaration of Independence, illustrating as it does a continued interest by this Corporation in the welfare of the City of Philadelphia.

On motion, it was

*Resolved*, That the thanks of the Stockholders be extended to J. Edgar Thomson, President, Thomas A. Scott, Vice-President, and to the other Officers, and to the Board of Directors, for their faithful, enterprising and energetic management of the Road during the past year.

And, on motion, it was also

*Resolved*, That the thanks of the meeting be extended to the Mayor of the City for the dignified and impartial manner in which he has presided over its deliberations.

The meeting then adjourned.

W. S. STOKLEY,

*Chairman.*

JOSEPH LESLEY,

*Secretary.*





# TWENTY-SIXTH ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,  
*Philadelphia, March 10, 1873.*

To the Stockholders of the

Pennsylvania Railroad Company :

Your Directors have much pleasure in submitting to you the following very satisfactory statements of the business of your Railways and Canals for the past year.

The earnings of your Railroad and Branches between Philadelphia and Pittsburg were ;

From Passengers, - - -	\$4,022,012 80
" Emigrant Passengers, - - -	240,005 08
" Mails, - - -	154,914 78
" Express Matter, - - -	449,627 35
" General Freights, - - -	16,856,891 41
" Miscellaneous Sources, - - -	289,073 85
	<hr/> \$22,012,525 27

## EXPENSES.

For Conducting Transportation, - -	\$4,964,932 75
" Motive Power, - - -	3,826,946 40
" Maintenance of Cars, - - -	1,305,899 83
" Maintenance of Road, - - -	3,337,724 69
" General Expenses, - - -	329,169 42
	<hr/> \$13,764,673 09
Leaving Net Earnings in 1872, - - -	<hr/> \$8,247,852 18

---

The Total Earnings of these Works in 1871 were,	-	-	\$18,719,836	85
And for 1872,	-	-	22,012,525	27
				<hr/>
Showing an Increase in 1872 of	-	-	\$3,292,688	42
				<hr/>

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Of the above earnings, there was received from the 358 miles of Main Line ;

In 1872,	-	-	-	-	-	\$20,010,818	80
In 1871,	-	-	-	-	-	17,338,824	28
							<hr/>
Increase from the Main Line,	-	-	-	-	-	\$2,671,994	52
							<hr/>

And from the Branch Lines ;

In 1872—426 miles in length,	-	-	-	-	-	\$2,001,706	47
In 1871—375 " "	-	-	-	-	-	1,381,012	57
							<hr/>
Increase,	-	-	-	-	-	\$620,693	90
							<hr/>

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The Earnings of the Branch Lines operated by your Company							
in 1872, as already stated, were,	-	-	-	-	-	\$2,001,706	47
The Expenses of operating them, including Rents of Leased							
Branches, were,	-	-	-	-	-	1,994,121	84
							<hr/>
Showing a net direct Profit in operating these Lines, of,						\$7,584	63
							<hr/>

---

The sources of revenue in 1872, compared with those of 1871, show an increase in every item as follows ;

First-class Passengers,	-	-	-	-	-	\$302,748	44
Emigrant "	-	-	-	-	-	83,612	96
General Freights,	-	-	-	-	-	2,804,586	90
Mails, -	-	-	-	-	-	7,021	66

Express Matter,	-	-	-	-	-	-	87,277 45
Miscellaneous, -	-	-	-	-	-	-	7,441 01
Total, -	-	-	-	-	-	-	<u>\$3,292,688 42</u>

The whole number of passengers carried in 1871 was 4,699,985, and in 1872 5,250,393, an increase of 550,408 or nearly  $11\frac{1}{10}$  per cent.

The average distance travelled by each passenger was  $33\frac{11}{100}$  miles, being  $\frac{58}{100}$  more than in 1871.

The number of tons of freight moved (including 614,757 tons of fuel and other materials for the Company's use) was 8,459,535 tons, embracing 3,669,071 tons of coal. It was last year 7,100,294 tons, showing an increase of 1,359,241 tons or over  $19\frac{3}{10}$  per cent.

The average charge per net ton per mile upon freights during the year was  $1\frac{41\frac{6}{10}}{1000}$  cents, against  $1\frac{38\frac{8}{10}}{1000}$  cents last year, and per passenger  $2\frac{45}{100}$  cents per mile against  $2\frac{53}{100}$  last year, or an average increase in the rate of freight charges in 1872 above those of 1871, of  $0\frac{22\frac{7}{10}}{1000}$  or a little over a quarter of a mill per ton per mile; and in passenger charges a decrease of  $\frac{8}{10}$  of a mill per passenger per mile.

The average cost of moving freight was  $0\frac{88\frac{6}{10}}{1000}$  cents per ton per mile, and for passengers  $1\frac{83\frac{7}{10}}{1000}$  cents per passenger per mile.

The actual cost of operating your Railway, including Branch Lines, in 1872 was  $62\frac{53}{100}$  per cent. of its receipts; excluding Branch Lines it was  $58\frac{92}{100}$  per cent.

For more detailed statements of the receipts and expenses of your Main Line the Shareholders are referred to the full and satisfactory reports of the General Manager and Controller.

The earnings of the Philadelphia and Erie Railroad in 1872, were ;

From Passengers, - - - -	\$647,274 00
" Freights, - - - -	3,177,548 92
" Express matter, - - - -	44,917 87
" Mails, - - - -	27,573 20
" Miscellaneous sources, - - - -	83,438 79
<hr/>	
Total (nearly \$13,822 per mile of road), - - -	\$3,980,752 87

The operating expenses during the same period were ;

For Conducting Transportation, - - -	\$841,298 21
" Motive Power, - - -	915,755 45
" Maintenance of Cars, - - -	338,019 18
" Maintenance of Way, - - -	1,192,943 07
<hr/>	
	\$3,288,015 91

Showing a balance to the credit of Philadelphia and Erie R. R. of \$692,736 96

The number of tons of freight moved upon this line during the year was 2,028,568 tons, against 1,828,491 in 1871, 1,614,287 in 1870 and 1,302,041 in 1869, showing a steady annual increase of traffic.

The average charge made per mile on freights was  $1\frac{19}{100}$  cents per ton per mile, and the actual cost of its movement  $0\frac{841}{100}$  of a cent per ton per mile, leaving a margin of profit of only one-quarter of a cent per ton per mile.

The increase of tonnage in 1872 over 1871 was 200,077 tons, and the increase in revenue from freights was \$377,190 $\frac{61}{100}$ , and from passengers, \$61,298 $\frac{53}{100}$ ; the total increase of revenues for the year being \$438,489 $\frac{14}{100}$ , but the expenses, chiefly owing to the destruc-

tion of the Linden Bridge over the Susquehanna River by fire, and the unusually large amount of iron required to keep the track in good condition, have more than absorbed this increase.

The net earnings of the Philadelphia and Erie Railroad have disappointed the expectations of its friends and projectors; not in the extent of its tonnage, since the modification of the lease, but in the rates of freight that it has been able to command, for what it carried. This line being longer from the commercial centres of the East, to all important points of the West than its competitors, and traversing a sparsely populated country, with gradients unfavorable for cheap transportation, the cost of conducting its passenger business has usually exceeded the income from this branch of revenue. This year it shows a loss of \$37,933.73.

In working this Railway, it early became apparent that the continuance of the old lease, which exacted thirty per cent. of the receipts without regard to the rates of freight that could be procured, must result in the adoption of charges by the Lessee that would render any participation in the lake trade at Erie, or through traffic from west of the mountains, impossible. For such business the Erie Railway Company, the chief competitor of this line, charged rates that yielded it little or no profit, and the Lessee consequently had no other resort but to meet this competition, or abandon the through traffic and rely upon the local business of the line for its support, at rates of freight which would leave a sufficient margin for profit on its transportation, to meet the terms of the lease.

Before adopting the policy here indicated, which appeared to be opposed to the interest and expectations of the public, the question of a modification of the lease, to meet the difficulty thus developed by the character of the traffic of the line, was brought before the Shareholders of the Philadelphia and Erie Railroad Company, who with

great unanimity adopted the alterations proposed. Under the modified terms, the Lessee agreed to work the line at cost, giving to the Shareholders whatever profit the enterprise might develop.

This change in the lease has permitted the Pennsylvania Railroad Company, to develop the resources of the country traversed, meet the interest upon its bonded indebtedness, and preserve the property to the Shareholders; that they may be able to reap from their investment whatever advantage the future has in store for them, from an increase in the population and wealth of the country traversed or that which may become tributary to the line.

Before the lease was entered into, the shares of the Philadelphia and Erie Railroad Company had only a nominal value, being freely offered at five per cent. of par. They are now marketable at over fifty per cent. (an increase of a thousand per cent), clearly demonstrating that the lease has not had, as represented, a depressing influence upon the stock of the Company.

The lease of this line was only offered to the Pennsylvania Railroad Company, after it had been declined by the officers of the Philadelphia and Reading Railroad Company, and after all other means for raising the funds required to complete the work—that did not involve the sacrifice of the stock of the Company—had failed.

The failure of this enterprise to become at once profitable, is due, first, to its having been started with insufficient capital; second, that it was located without reference to the capabilities of the country it was to traverse, to yield a sufficient traffic for its support. Instead of crossing the valuable coal deposits of the Alleghany Mountains it passed north of them, and in doing so avoided also the still more important oil deposits of northwestern Pennsylvania—the existence of which was then unknown—being influenced in the adoption of the present route, by two insignificant local subscriptions to its stock; thirdly, by commencing and continuing the work of construction

at both ends of the Line, when the means of the Company were insufficient for the execution of any considerable portion of either end—a policy which, has ruined many other extended enterprises, and by the temporary adoption of which by the Pennsylvania Railroad Company, the early success of that enterprise was jeopardized; fourthly, from its financial sacrifices incurred to secure an early opening of its road, through which mainly its cost with a single track has amounted to \$75,744.00 per mile, while that of the Pennsylvania Railroad with a double track throughout and a third track for a portion of the distance, traversing a vastly more rugged country, was but \$71,992.00.

In strong contrast with this financial policy, it may be stated that all discounts allowed on the sale of bonds during the construction of the Pennsylvania Railroad, as well as the interest that had been paid to shareholders and others until the railway was finished to Pittsburg, were charged directly to the expense account, and subsequently returned from the net revenues of the railway, instead of, as in the Philadelphia and Erie and many other cases, having been charged to the cost of construction permanently.

The only way, it is believed, by which the stock of the Philadelphia and Erie Railroad Company can be made profitable, is through the employment of more capital to open up the resources of the country naturally tributary to it; this is now being done, and it is hoped that it will finally enable the Company to earn dividends to its shareholders.

The earnings of the United Railroads of New Jersey and the Philadelphia and Trenton Railroad, excluding those of the Belvidere, Delaware Railroad and Flemington Branch were, in 1872;

From Passengers,	-	-	-	-	-	\$4,573,312 52
" Freights, -	-	-	-	-	-	3,263,293 86
" Express matter, -	-	-	-	-	-	236,554 95



From Mails, - - - - -	48,485 00
" Miscellaneous sources, - - - - -	144,580 47
	<hr/>
	\$3,266,226 80

## EXPENSES.

For Conducting Transportation, - - -	\$2,755,690 75
" Motive Power, - - - - -	1,595,096 62
" Maintenance of Cars, - - - - -	379,637 17
" Maintenance of Road, - - - - -	1,224,007 03
" General Expenses, - - - - -	50,735 21
	<hr/>
	6,005,166 73
Leaving Net Earnings in 1872, - - -	<hr/>
	\$2,261,060 02

The earnings of the Belvidere Delaware Railroad, sixty-eight miles in length, and Flemington Branch of twelve miles, were in 1872;

From Passengers, - - - - -	\$154,479 83
" Mails, - - - - -	4,319 26
" Express Matter, - - - - -	3,737 31
" General Freights, - - - - -	499,499 33
" Miscellaneous sources, - - - - -	2,357 45
	<hr/>
	\$664,393 18

## EXPENSES.

For Conducting Transportation, - - -	\$125,906 60
" Motive Power, - - - - -	146,434 90
" Maintenance of Cars, - - - - -	44,840 09
" Maintenance of Road, - - - - -	198,349 89
	<hr/>
	515,531 43
Showing a balance to credit of Belvidere R. R. for 1872 of	<hr/>
	\$148,861 70

The earnings of the Delaware and Raritan Canal in 1872 were ;

From Tolls, - - - - -	\$938,832 06
" Steam Towing, - - - - -	567,053 99
" Miscellaneous, - - - - -	18,719 19
	<hr/>
	\$1,524,605 24

EXPENSES.

For Maintenance of Canal, - - -	\$278,930 52
" Canal Operation, including drawbacks of	
\$109,448 80, - - -	293,388 27
" Steam Towing Account, - - -	443,718 70
	<hr/>
	1,016,037 49
Leaving Net Earnings in 1872. - - -	<hr/>
	\$508,567 75

After deducting drawbacks allowed to shippers in 1872, and  
also in 1871, the actual revenues from the Delaware and

Raritan Canal, were in 1872, - - -	\$1,415,156 44
And they were in 1871, - - -	1,280,736 84
	<hr/>
Showing an increase of - - -	134,419 60

The earnings of the Philadelphia and Trenton and the United  
Railroads of New Jersey, Belvidere Delaware Railroad and Flem-  
ington Branch, and Delaware and Raritan Canal in 1872 were ;

From United Railroads of New Jersey, &c., - - -	\$8,266,226 80
" Belvidere, Delaware Railroad, and Flemington Branch, - - -	661,393 18
" Delaware and Raritan Canal, - - -	1,524,605 24
	<hr/>
	\$10,455,225 22

**EXPENSES.**

For United Railroads of New Jersey, -	-	\$6,005,166	78
" Belvidere, Delaware Railroad, and Flemington Branch, including net earnings, (143,861 70), -	-	664,393	18
" Canal, -	-	1,016,037	49
			<u>7,685,597 45</u>
Total Net Earnings of Railroad and Canal in 1872, -	-	\$2,769,627	77
The Gross Receipts from these works in 1871 were, -	-	8,959,157	06
And those for 1872 -	-	\$9,962,461	96
An increase of -	-	\$1,003,304	90
<hr/>			
The amount required to pay interest on Bonds and Dividends to the shareholders of the United New Jersey Railroads and Canal, under the lease, is -	-	\$3,292,987	34
To which add the interest at seven per cent. upon the average estimated amount of additional capital employed in conducting the business of the Road, "\$1,740,890 93," six months, -	-	60,931	14
Add interest on loss in operating road in 1871, "\$930,238 23," one year, seven per cent. -	-	65,116	67
Total, -	-	\$3,419,035	15
From this deduct the amount contributed to the Sinking Fund from the earnings of the Railways in 1872, -	-	\$112,920	00
And the amount of debt of the United Companies paid off by the Pennsylvania Railroad Company in 1872, -	-	140,568	12
Amount received from investments, -	-	171,629	92
			<u>425,118 04</u>
Balance, -	-	\$2,993,917	11
From which deduct net earnings of Railways and Canals, -	-	2,769,627	77
Leaving the deficit in 1872, -	-	224,289	34
Add deficit that had accrued up to January 1, 1872, -	-	930,238	23
The total deficit up to January 1, 1873, was -	-	\$1,154,527	57

In considering this statement it will be recollected that no charge has been made against the business of the New Jersey Railroads for the use of the cars of the Pennsylvania Railroad Company engaged in the through traffic over those railroads, or for any part of the general expense account incurred for the management of the whole of the works of your Company, which should be distributed in due proportion among its own and leased lines.

On the completion of the extensive improvements commenced at and near Jersey City, and the construction of the additional tracks contemplated along the line, it is believed that the cost of moving and handling freights and passengers will be so materially reduced that we shall be able not only to meet the terms of the lease from the profits of the works, but to gradually extinguish the large deficit that has accumulated. Without the additional facilities already provided, the increase of the business of the past year could not have been disposed of at all, and the proper working of the line is still greatly embarrassed for want of the additional facilities which are now being provided.

As large however as this deficit now amounts to, if never returned from the profits of these works—its creation was fully justified by the absolute necessity there existed for the accommodation of the rapidly increasing traffic of your Line from the West, destined to New York and the East, the small profits upon the transportation of which were not considered by the lessors of these railroads and canals of sufficient importance to induce them to incur the heavy terminal expenditures required for its prompt and economical delivery.

The number of passengers carried over the United Railroads of New Jersey in 1872, was 7,580,795, and the average distance travelled by each passenger was  $21\frac{39}{100}$  miles.

The number of tons of freight moved was 2,536,304 tons, including 55,732 tons of bituminous coal for shipment at South Amboy and 78,027 tons of material transported for the Company's use.

The average charge per net ton per mile upon freights during the year was  $2\frac{5}{100}$  cents, and per passenger  $2\frac{5}{100}$  cents per mile.

The actual cost of operating the Philadelphia and Trenton and the United Railroads of New Jersey in 1872, was  $72\frac{6}{100}$  per cent. of its receipts, which high rate is mostly due to the want of facilities at the termini of the road for handling economically the large traffic of the line.

The number of tons of freight moved on the Belvidere Delaware Railroad and Flemington Branch, was 914,833 tons, of which 842,749 tons was anthracite coal.

The average charge per net ton per mile upon the freights carried over these lines, in 1872, was  $1\frac{1}{100}$  cents, and the cost of moving it was but  $0\frac{81}{100}$  cents per ton per mile, reflecting much credit upon F. W. Jackson, the General Superintendent, and John A. Anderson, the Superintendent in immediate charge, for the efficient and economical management of the line.

As the accounts of the business of these railways have not heretofore been entered in the form and detail, with which those of the Pennsylvania Railroad Company have been kept, we have no reliable data for comparing the results of the business of 1872 with those of previous years.

The Lease of the New Jersey improvements between Philadelphia and New York includes also, the Delaware and Raritan Canal—the water line between those cities. This work is under the charge of I. J. Wister as General Superintendent, in place of John G. Stevens, elected General President of the several Companies in New Jersey whose lines you have leased. This canal, though its

coal tonnage fell off materially in 1872, has yielded an increase in its net profits, over the previous year of \$134,419 60.

With the lease of the New Jersey Railroads and Canal, your Company also received property represented by shares in and bonds of Branch Railroads, Street Railroads, Turnpikes, Bridges and Ferries over the Delaware and Hudson Rivers, amounting at par to \$5,714,444.25, valued at the time of their delivery at \$4,065,225.25, and believed to be now worth about that sum. These securities yielded in 1872 a net revenue of \$171,629.92, but they cannot be sold without injury to the general interest of the Company: This leaves the means necessary to make the improvements so urgently demanded for the accommodation of the large and increasing business of these railroads at Philadelphia, Jersey City and along the line, to be obtained from other sources. These improvements, consisting of additional tracks for passing trains, sidings at the termini, shops, engine houses, passenger stations, warehouses, wharves and stock yards, the construction of which could not be longer delayed, have been commenced and will be prosecuted with vigor. Their completion will require a heavy outlay, which, if it had been incurred some years since, would at this time have added materially to the revenues of the Company, and to a greater extent have diminished the expenses of managing its business.

The live stock traffic of the Pennsylvania Railroad Company destined to Jersey City, New York and points in the East, for want of facilities for its accommodation at Jersey City, has for many years been forced to leave the Pennsylvania Railroad at Harrisburg, 106 miles west of Philadelphia and reach New York over the East Pennsylvania and New Jersey Central Railroads, thus losing the profit of its transportation for about 200 miles out of 450 miles between Pittsburg and New York.

The New Jersey Central Railroad Company, in consequence it is supposed of the crowded condition of its line, has recently demanded

specific rates for the transportation of live stock over its railway, instead of its share of the rates obtainable in competition with other routes, as heretofore. To meet this movement and restore this traffic to its natural channel, your Company is under the necessity of at once incurring a heavy expenditure, which ought to have been made some years since by the New Jersey Companies.

The estimated expenditures for all these works during 1872, 1873 and 1874, including the rebuilding of the Trenton and Brunswick bridges with iron, has been estimated at \$5,250,000. To meet this sum, the Joint Railroad Company of New Jersey have delivered to us of their General Mortgage Bonds, \$3,000,000, the interest upon which will have to be added to the annual payments to be made under the lease.

The revenues of all the lines operated by your Company in 1872, between Pittsburg and Jersey City, and the amounts paid for their working expenses, interest on debts and dividends to shareholders, are as follows ;

#### RECEIPTS.

From the Pennsylvania Railroad and Branches,	-	-	\$22,012,525 27
" Philadelphia and Erie Railroad,	-	-	3,980,752 87
" United Railroads of New Jersey,	-	-	8,266,226 80
" Belvidere Delaware R. R., including the Flemington Branch,	-	-	664,393 18
" Delaware and Raritan Canal,	-	-	1,524,605 24
" Dividend on stock in the Pennsylvania Company from April 1 to October 1, 1872,	-	-	240,000 00
Total,	-	-	\$36,688,503 36

#### EXPENSES.

Of the Pennsylvania Railroad and Branches,	\$13,764,673 09
" Philadelphia and Erie Railroad, including net earnings,	3,980,752 87

Of the United Railroads of New Jersey,	-	6,005,166	78
"    Belvidere Delaware Railroad, and the Flemington Branch, including net earnings,	- - - -	664,393	18
"    Delaware and Raritan Canal,	-	1,016,037	49
		<hr/>	25,431,023 41
Net profits for the year upon all the lines operated by the Company,	- - - - -		\$11,257,479 95
From which deduct dividends declared in May and November (each 5 per cent.), with the taxes paid thereon,	- - - -	\$4,711,497	00
Interest paid by the Company after deducting interest and dividends received,	- -	434,145	95
Paid for the Lease of the Harrisburg and Lan- caster Railroad,	- - - -	135,056	34
Annual payment to the State of Pennsylvania on account of interest and principal due upon the purchase of the works between Pittsburg and Philadelphia,	- - -	460,000	00
Dividends and interest paid on account of the United Railroads and Canals of New Jersey in 1872 (\$3,292,987.34), after deducting in- terest received from investments transferred with the Lease (\$171,629.92), showing an out- lay in operating them under the Lease in ex- cess of their net receipts of \$224,289.34,	-	3,121,357	42
		<hr/>	8,862,056 71
Balance,	- -		\$2,395,423 24

This balance represents the net results of the operations of your several lines of railway in Pennsylvania and New Jersey for the year 1872, and they are thus stated that you may fully understand the value of your property, nothing having been entered to the



expense account except the regular transportation charges against the business of the Company. In former years, the expense account was increased annually by considerable payments that might have been charged to construction account, which, had they been divided as profits, would to that extent have increased the present indebtedness of the Company.

The Pennsylvania Railroad Company has also a large amount of property that is at present practically unproductive, such as a controlling interest in 22,194 acres of Anthracite coal lands, stock in the Pennsylvania Canal, and in Railroads, the profits of which in a short time will add largely to its net revenues, but which at present are small, and have been devoted to their improvement.

It will be seen from the preceding statement that the surplus net profits of your Company in 1872, without including those from the sources alluded to, were sufficient to have paid a dividend at ten per cent, upon an additional capital stock of nearly \$24,000,000, and there is every reason to believe from the daily indications of the future business of the Company, that without further outlays the profits of 1873 would be equally satisfactory. But as it is the duty, as well as the interest of your Company, to meet the legitimate demands of the public for increased transportation facilities, the means necessary for that object must be provided. The amount required in 1873 for additional tracks, equipment, shops, wharves, depots, &c., &c., to meet the demands from the increasing traffic of your Lines and the existing obligations of the Company is estimated at \$22,000,000.

The increase of the tonnage of 1871 over 1870 was  $22\frac{1}{2}$  per cent, and in 1872 over 1871 was  $19\frac{3}{10}$  per cent upon this increased amount. This rate could have been further increased by the possession of additional rolling stock and better terminal facilities. The increase of tonnage was chiefly due to the local traffic of the Line, which—though probably not in so great a ratio—will, it is believed, continue for some years to come.

The amount of rolling stock, &c., added in 1872, though deemed ample to meet the wants of the public, proved inadequate to that object. A further increase of equipment involves also large extensions of third track, sidings, ware-houses, and all other facilities that a Railroad requires, the business of which is at this time crowding all of its departments. To raise the means desired to provide for this anticipated increase of traffic, your Directors have concluded that inasmuch as the surplus profits of the year were largely in excess of the amount required to pay the usual dividend on its existing capital, the most acceptable mode for raising this sum would be by a distribution of an additional number of shares to the extent of  $33\frac{1}{3}$  per cent of their present holdings, ratably among all of the Stockholders whose names may stand upon the books of the Company on the first day of April next, one-half to be paid in between the 1st and 24th of May, and the remainder (50 per cent.) to be called for on sixty days' notice, in instalments not exceeding 25 per cent. at any one time.

To meet these annual requirements for additional funds, your Directors have thought it best to adopt a revised financial plan; and with that view they have procured an Act of the Legislature authorizing an increase of the Capital Stock of the Company one hundred per cent., with the privilege of raising by bonds, to be secured by mortgage, an equal amount. A certified copy of said Act is submitted to you with this report for your action.

An application, in 1869, for an Act to increase the capital of the Company and its mortgage indebtedness, elicited such strong objections, in consequence of its apparent magnitude, from those who could not appreciate the extent and rapidity with which the traffic of the Company would increase, that it was thought expedient to agree that the amount asked for should be cut down to \$35,000,000, an amount which has already proved to be wholly

inadequate to the requirements of the Company. It has therefore been thought advisable to discontinue the sale of the present general mortgage bonds, at the sum of \$20,000,000, and to provide, by an additional general mortgage, an amount sufficient to meet the future necessities of the Company. The basis for such a mortgage was increased last year by the issue, at par, of \$11,932,000 capital stock, which it is now proposed to further increase by an issue of additional capital, amounting to about \$18,000,000, making the basis for the issue of additional Bonds under the proposed mortgage \$71,000,000; the aggregate amount of the preceding mortgages and prior liens being but \$34,911,300.

In addition to the value of the Railroad, its Branches, real estate equipment and franchises as a basis of security, the Company has assets consisting of stocks and bonds of other companies, amounting at their present cash value to \$50,396,000, which will largely increase the security of such a general mortgage.

A communication was submitted at your last Annual Meeting, in opposition to the continuance of fast freight lines upon the Pennsylvania Railroad, and was referred by you to the incoming Board for examination, with instructions to report their views thereon.

The expediency of establishing such lines, owned by individuals or transportation companies, was at the time of their introduction admitted by your Directors to be involved in grave doubts, and their introduction upon your Road was not entertained by your Directors until every argument had been exhausted to induce the Railroad Companies of New York, contending for the same traffic between the East and the West, to discontinue their employment.

It was found impossible, while these Transportation Companies existed, under contracts with the New York Railroad Companies which made it their direct interest to disregard them, to preserve uniform rates, and it was not until after years of remonstrance and the

non-enforcement of agreements frequently entered into with the New York Railroad Companies to abolish these lines, that this Company entertained the propriety of meeting the difficulty by the employment of the same weapons of attack and defence. After much delay and earnest consideration, the subject was finally brought before your Board for its determination, and referred by it to the Road Committee. After a full investigation of the subject, a report was drawn up by it, authorizing the establishment of a fast freight line over the Pennsylvania Railroad and its connections as the best means for meeting this competition.

This report was unanimously adopted by your Directors, and a contract entered into with intelligent and active parties who had spent nearly their whole lives in the business of transportation between the East and the West, upon the State Works of Pennsylvania; gentlemen who thoroughly understood the views and objects of the Board, and who entered upon their duties under an Act incorporating them as the "Union Railroad and Transportation Company," with ample means and a determination to accomplish the object assigned to them. In different and less experienced hands the enterprise, under the terms of their contract with your Company, would most probably have proved a failure.

When the Union Line was established your Company controlled no railway west of Pittsburgh or east of Philadelphia, and held but little over 350 miles of road between the eastern and western commercial centres, while the cars of this Transportation Company were expected to traverse many thousand miles of railways in the West; gather up all the traffic that they could secure and bring it to the eastern markets over your works, returning them by the same channel filled with the merchandize and manufactures of the East.

The western railways were found by the Union Transportation Company to be generally deficient in car equipment, and the Com-

panies owning them gladly welcomed the advent of an enterprise calculated to relieve their ever increasing wants, and eagerly entered into contracts with it for the use of their railroads by its cars, and under these contracts it was enabled to successfully fulfil the objects we had in view.

The Union Transportation Company was organized under great doubts as to its financial success, without solicitation from its proprietors, and against the principles which the Board *then* recognized as those which *should* govern Railway Companies in the management of their affairs. But its establishment, under the circumstances that then existed, was considered necessary to the success of the Pennsylvania Railroad Company, and its results have fully justified its organization.

Since your Company has acquired control of its extended western connections, east of the Mississippi, and removed the obstructions that interrupted a free flow of traffic over your railroad from the trade centres of the West to those of the East, the mission of the Transportation Company has been fulfilled, and its continuance in the sphere it occupied is no longer important to your interest.

It was contemplated on the organization of the Pennsylvania Company to manage your western connections in the manner pointed out in previous reports, that it should fill the place occupied by the Union Transportation Company. It has however, required time to get these extensive works into harmonious and efficient action, and to fully understand their traffic. The Pennsylvania Company is now ready to assume this duty, and arrangements have been made for the transfer of all the transportation facilities of the Union Company to it, which will be carried into effect as early as the transfer can be properly made. The actual value of the property to be thus transferred, consisting of cars, warehouses, wharves, offices, shops, sidings, and all other property incident to its trans-

portation facilities, is estimated—without its good will—at over \$3,000,000, and it has been purchased by the “Pennsylvania Company” for three millions of its Common Stock at par, thus interesting individuals of experience in the management of that great enterprise—a consideration of material importance and value.

The Union Line having fulfilled the objects that this Company had in view at its establishment, in a manner satisfactory to its employers, it is gratifying to be able to state that it has been so efficiently managed, that it has also proven a pecuniary success to its shareholders. Its profits have however been mainly derived from transportation, over the extended system of railways west of Pittsburg and east of Philadelphia, under contracts of their own procurement, with the Companies whose roads their cars traversed. The high rates of transportation that prevailed during the rebellion, yielded very profitable results to the line, as well as to your Company—the through rates over the Pennsylvania Railroad in many cases having been twice those charged upon its local freights.

It will also be remembered in this connection that neither law nor public opinion would at the time have permitted the assumption of powers by your Company that would have enabled it to establish a transportation line to meet successfully the object that your Company had in view. When the Pennsylvania Railroad Company commenced business west of Harrisburg (its then eastern terminus) under the influence of the narrow policy which then governed the management of the State Works, it was enjoined from running its cars over the Philadelphia and Columbia Railroad, a work built by the Commonwealth especially to afford equal facilities to all that would use it. A more enlightened view of the subject prevailed however in the Supreme Court, and the injunction was dissolved.

In reviewing the facts which induced the confirmation of the contract entered into with the Union Line, your Board is fully satisfied that the best interest of your Company was promoted by the adoption of the report of the Road Committee referred to, and that the results of the operations of the Transportation Company have been highly advantageous to your Company.

To draw a line that should regulate the interference of a corporation with private enterprises, even where directly authorized by its charter to do so, is a matter of extreme delicacy, and the power should be exercised with great caution, and with a disposition to bear the ills that they bring upon the corporation and public—which are not without their compensating advantages—rather than deal harshly with established interests.

Your Board still believe that where cars have to traverse extended lines of other and different Railways, that it is best for the interest of the Railway Company where such lines are necessary that they should be owned by private corporations or individuals, and run under *proper special* contracts with those controlling the Railways to be used.

The extent of your Western connections and the rapid increase of the local and through tonnage of the Pennsylvania Railroad have not only pressed upon your Company the necessity of increasing the facilities of its own Line, by the laying of additional tracks, without which the traffic of the past year could not have been accommodated, but they have also pointed out the necessity that exists for an additional Line across the mountains that separate the waters of the Mississippi Valley, from those of the Atlantic; to be built especially for freight, and designed for cheap transportation at slow rates of speed.

The route adopted for this purpose has been pointed out in previous reports, and the Line is now being constructed, with the

assistance of this Company, by the Allegheny Valley Railroad Company, and will connect its present Road at the mouth of Red Bank Creek, with the Philadelphia and Erie Railroad at a point 120 miles west of its eastern terminus at Sunbury.

This Line has no gradients against the traffic exceeding a rise of three-tenths in a hundred, or less than sixteen feet in a mile on straight lines—reduced proportionately upon curves. Its route abounds through its whole extent with cheap fuel, consisting of several varieties of Bituminous Coal in unusually thick beds, embracing the best coking coals for iron smelting, blacksmiths', gas and cannel coals—the latter being the most accessible, of that variety, to the Eastern markets.

This "Low Grade Line" is in rapid progress of construction and will be opened for use this year, or early next spring. When completed, and its connections perfected with the West, freights may be carried between the West and the Sea Board at much cheaper rates than they can by any of the *proposed* Canals between the Mississippi Valley and the East.

The Branches of your Railroad have not, in the aggregate, yielded much, if any, direct profit to this Company, but they have added materially to the prosperity of the State, and to the revenues of the Main Line. Where built by other companies, they have been leased to this Company, to be operated by it at cost, that their proprietors might save the outlay that would otherwise be required for rolling-stock and other equipment. The Railroad opened between Lewistown, and Sunbury on the Susquehanna River, the past year, has been thus operated. This Line, though it traverses a good agricultural region, said to contain much undeveloped iron ore, has not secured sufficient traffic to meet its running expenses, leaving the interest upon its bonds, which have been issued to the extent of \$1,200,000, wholly unprovided for. The traffic of the Line is



however, increasing, and may at a future period yield a profit equal to its expenses and the interest upon its indebtedness.

All the Branch Lines recently promoted by your Company in Pennsylvania, have had in view the development of the growing iron ore or coal interest of the State. The Branch opened during the past year to the ore banks of Morrison's Cove in Blair County, promises excellent results, while the Line in progress of construction between Lewisburg on the Susquehanna, and Tyrone on the Pennsylvania Railroad traverses a country abounding in rich iron ore deposits, which have for many years supplied the charcoal furnaces of that region with ores that have produced some of the most valuable irons of the Juniata Valley. The ores of this region are by this Branch made equally accessible to both anthracite and bituminous coals of the best quality for smelting; and in view of these advantages, it opens up a most attractive locality for the manufacture of iron, the demand for which in the home market must annually increase, with the increasing cost of its production in Great Britain; from whence the larger portion of the iron consumed in this and other countries is at present procured. The analyses of these ores, also show that many of them are well adapted to the manufacture of Bessemer steel.

The facilities for the distribution of freights in Philadelphia were not enlarged, in 1872, to the extent desired. The City Councils promptly acted upon the suggestion contained in the last Annual Report of your Company, in relation to the construction of a Railway along the Delaware front, between Christian and Dock Streets, but the "law's delay" has prevented, during the past year, the completion of the improvements desired. The property-owners upon the Delaware front, though anxious for the construction of the work, have not given to it their active co-operation, and, in consequence, this improvement so much needed by the commercial

interests of the City, cannot be finished before the ensuing summer or autumn. In the meanwhile the existing facilities for the accommodation of freights on Market Street are being seriously encroached upon.

The erection of additional elevators for grain traffic has also become important, though it is believed that these may be supplied by private enterprise.

The Connection referred to in our last annual report, between the Pennsylvania Railroad and the Pittsburg, Virginia and Charleston Railway, crossing the Monongahela River above the mouth of Turtle Creek, has been commenced, and if practicable will be completed this year. Its construction has become a necessity, from the impossibility of passing freight trains from the Pittsburg, Cincinnati and St. Louis Railway through Grant's Hill Tunnel without great delay. The cost of this connection is estimated at \$550,000. The Pittsburg, Virginia and Charleston Railway, which is to extend along the valley of the Monongahela to the State line of Virginia, is under contract as far as Monongahela City, and will be opened to that point (thirty miles) during the ensuing summer.

Arrangements have been entered into with the City of Pittsburg, by which nearly all of the streets of that City will pass over or under the Pennsylvania Railroad, which will involve an outlay by this Company very little short of one million of dollars, an expenditure which it is hoped will be compensated for by the additional safety secured to the movement of trains and the avoidance of delays that occur at the present street crossings.

The Baltimore and Potomac Railroad Tunnel under the City of Baltimore, delayed by the unusual severity of the past winter, will be finished in May next and will connect by one continuous line the whole of the Southern system of Railways with those of the North, and the National Capital with the coal and lumber regions

of Pennsylvania. This important work, under an enlightened management of its connecting lines, cannot fail to exercise a most important influence upon the trade and the prosperity of the Southern Atlantic States, and its completion may be hailed as an object of national importance.

The Northern Central Railway Company, a controlling interest in the stock of which is held by your Company, in consequence of the low rates of freight charged, mainly upon its coal traffic in 1872, did not earn its dividend, the means having been supplied from previous surplus profits. To enable it to do so in the future, additional capital is required to purchase increased rolling stock and provide greater facilities for an economical distribution of freights at Baltimore, the cost of which now materially interferes with the profits of the Company. The means required for this purpose, it has been suggested, can be most economically raised by a lease of the property of the Company to the Pennsylvania Railroad Company. This is not desired by your Board, and will only be entered into to promote your interest in the Company as shareholders. The floating debt of the Northern Central Railway Company is already sufficiently large, and the means to provide for it, will otherwise have to be met by a suspension of dividends until it has been materially reduced.

It has been stated, in previous reports, that your Company had transferred to an organization known as the "Pennsylvania Company" all the leases it had taken of Railways west of Pittsburg, including the Indianapolis and Vincennes, and the Jeffersonville, Madison and Indianapolis Railways; and the control, through a majority of its shares, of the Pittsburg, Cincinnati and St. Louis Railway Company and its Leased Lines—the Pennsylvania Company to meet the conditions of these leases, and to pay the losses sustained in working these several Lines, or either of them. The

Cleveland, Mt. Vernon and Delaware Railroad, and the bridge over the Ohio River at Cincinnati, being at the time in an unfinished condition, were not included in this transfer. In both of these works your Company holds a majority of their shares. The Cleveland, Mt. Vernon and Delaware Railroad will be finished this year, while the bridge over the Ohio has been in use for some months.

The capital of the "Pennsylvania Company" was placed at \$12,000,000, \$8,000,000 of which was to be issued to the Pennsylvania Railroad Company in preferred shares, which amount covered the cost of the property transferred, with interest to April 1, 1872. After that date dividends were to be paid semi-annually out of the net earnings. The first dividend of six per cent. per annum was paid on the 1st of October last, leaving a considerable surplus to the credit of income account. The preferred stock now held by your Company will also participate equally with the common stock in any dividends of income above six per cent. The rental and cost of operating all of these Lines leading from Pittsburg to the Southwest, including the Columbus, Chicago and Indiana Central Railway, have exceeded their income, while those leading to the lakes at Chicago (via Fort Wayne) at Cleveland and at Erie have yielded a profit more than sufficient, after deducting the losses upon the Southwest Lines, to justify the payment of the dividend mentioned.

When the property of the Union Railroad and Transportation Company has been transferred to the "Pennsylvania Company," the authorized capital of the latter (\$12,000,000) will be filled up, and the profits of the Company more than proportionally increased.

None of the steamships building for the Liverpool Line of the American Steamship Company, in which your Company holds a controlling interest, are ready for sea, but it is believed that the

"Pennsylvania," the first launched, will be in readiness to sail early in May next. The models of these vessels are all alike and reflect much credit upon their designer, B. H. Bartol, M. E. They appear to be admirably adapted to the traffic of this Port, and possess accommodations for passengers, both first class and emigrants, equal in comfort and elegance to any of the steamships that ply between Europe and America. The work executed by Messrs. Cramp & Sons, as far as it has progressed, has been faithfully done, and it appears to be fully equal in character and substantiality, to that of any of the European built steamships. They will have all the modern economic improvements in steam navigation, and will not cost on completion much, if any more than they could now be built for in Great Britain.

One of the most energetic and enterprising merchants of this city, E. C. Knight, has been made President of the Steamship Company in place of the late Washington Butcher, deceased. Under his administration we have no doubt but that the line will be managed with credit to this Port and profit to the Stockholders.

In addition to the line established by the American Steamship Company, we notice with pleasure the arrival at this port on the 17th ult., of the fine Steamer Vaderland, the pioneer ship of the International Navigation Company's Line of Steamers, to run regularly between Antwerp and Philadelphia, under contract with this Company referred to in our last annual report.

Since your last annual meeting, the Directors have had to mourn the loss by death, of two of their colleagues. The first, George Black, of Pittsburg, long connected with the public works of this State, occurred in August last. To fill his place, John Scott, a gentleman identified with the financial and manufacturing interests of Pittsburg, was selected. This was followed, early in this year, by the death of Washington Butcher, who had been a

**Member** of the Board,—with a short intermission,—since 1849. **His** long service, and devotion to the interest of the Company, render **his** absence from our meetings a serious loss.

**The** vacancy caused by Mr. Butcher's decease, has been filled by the election of Samuel M. Felton, C. E., whose high character and long experience in railway management, is well known to this community.

It is with much regret that we have to mention that our esteemed colleague, Joseph B. Myers, a Member of the Board for the past ten years, has been compelled, owing to failing health, to tender his resignation as a Director of your Company. This vacancy has been filled by the election of A. J. Derbyshire, formerly an efficient Member of the Board, and who has always evinced a deep interest in everything concerning the welfare of the Company.

In consequence of impaired health, Thomas T. Firth, who has for so many years faithfully fulfilled the duties of Treasurer of this Company, has been compelled to tender his resignation to the Board that he might be relieved from the laborious and responsible duties of his position. In accepting the resignation of Mr. Firth, the Board, in recognition of the value of his past services, have assigned to him the lighter duties of Secretary and Treasurer of the Sinking Fund of the Company.

Edmund Smith, late Vice-President, who has been connected with the service of your Company since 1847, has been elected by the Board to fill the position of Treasurer—the Board having entire confidence in his integrity and ability to perform the duties of that office.

**The** increase of the business of your Company, and the continued disability of some of its officers, has rendered a reorganization of the Department for conducting the operations of your Railways important and desirable, to increase their efficiency. With this view,

A. J. Cassatt, at present Manager of the lines between Pittsburg and Jersey City, has been made General Manager of all of the Railways of the Company east of Pittsburg and Erie; C. H. Gardner, General Superintendent of the Pennsylvania Railroad, assisted by Frank Thomson as Superintendent of Motive Power. William A. Baldwin has been continued as General Superintendent of the Philadelphia and Erie Railroad; F. Walcott Jackson, General Superintendent of the Philadelphia and Trenton and the New Jersey Railroads.

All of these gentlemen have been connected for many years with the administration of the several lines committed to their charge, and have materially contributed by their zeal and attention to their duties to the success of your Company.

By order of the Board,

J. EDGAR THOMSON,

*President.*







# REPORT

## OF THE

# GENERAL MANAGER.

**Office of General Manager.**  
*Philadelphia, February 10, 1873.*

To the President and Board of Directors  
of The Pennsylvania Railroad Company.

GENTLEMEN:—The following report of the operations of the Pennsylvania Railroad and Branches during the year 1872 is respectfully submitted:

The earnings of the Main Line and Branches have been—

From Transportation of freight, . . . . .	\$16,856,891 41
“ Passengers, . . . . .	4,262,017 88
“ Express, . . . . .	449,627 35
“ Mails, . . . . .	154,914 78
“ Miscellaneous, . . . . .	289,073 85
Total, . . . . .	<u>\$22,012,525 27</u>

The expenses have been—

Conducting transportation, . . . . .	\$4,964,932 75
Motive power, . . . . .	3,826,946 40
Maintenance of cars, . . . . .	1,305,899 83
Maintenance of way, . . . . .	3,337,724 69
General expenses, . . . . .	329,169 42
	<u>\$13,764,673 09</u>
Net earnings, . . . . .	\$8,247,852 18
Net earnings for previous year, . . . . .	6,896,403 51
Increase, . . . . .	<u>\$1,351,448 67</u>

The expenses compare with those of 1871, as follows :

	Conducting Transportation.	Motive Power.	Maintenance of Cars.	Maintenance of Way.	General Expenses.
1871.....	\$1,039,751 60	\$3,049,027 28	\$1,202,521 74	\$3,302,286 95	\$229,845 77
1872.....	4,964,932 75	3,826,946 40	1,305,899 83	3,337,724 69	329,169 42
Increase.....	925,181 15	777,919 12	103,378 09	35,437 74	99,323 65
Decrease.....					

Showing an increase in all the accounts, and a total increase of \$1,941,239 75. This increase is mainly due to the large increase in the tonnage moved, also to the increased cost of labor and materials; the rise in the price of iron, especially, added largely to the expenses in all the branches of the service.

#### PASSENGER BUSINESS.

The following tables exhibit the number of passengers carried, and the number of miles travelled :

#### NUMBER OF PASSENGERS CARRIED ON THE PENNSYLVANIA RAILROAD AND BRANCHES.

	1872.	1871.	Increase.	Decrease.
First class passengers.....	4,098,734	3,651,000	447,734	
Emigrant passengers.....	58,861	36,451	22,410	
Commutation passengers.....	1,092,798	1,012,534	80,264	
Totals.....	5,250,393	4,699,985	550,408	

## MILES TRAVELLED BY PASSENGERS.

	1872.	1871.	Increase.
First class passengers.....	146,748,731	133,253,018	13,495,713
Emigrant passengers.....	19,075,493	12,202,240	6,873,253
Commutation passengers.....	8,018,524	7,462,784	555,740
Totals.....	173,842,748	152,918,042	20,924,706

Showing a marked increase both in the number of all classes of passengers and in the miles travelled. The increase in the number of passengers carried over 1871 being  $11\frac{7}{10}\%$  per cent.; and in the miles travelled  $13\frac{6}{10}\%$  per cent.

## FREIGHT BUSINESS.

The tonnage of the year 1872 shows the same large increase which has been exhibited for several years past. The total number of tons of freight transported was 8,459,535, against 7,100,294 during 1871, an increase of 1,359,241 tons, or  $19\frac{1}{10}\%$  per cent.

## TONNAGE.

				1872.
Through freight	Eastward,	.	.	791,504 tons.
"	Westward,	.	.	363,725 "
Local	Eastward,	.	.	4,221,375 "
"	Westward,	.	.	2,468,174 "
Total,				7,844,778 "
Fuel and other material for Company use,				614,757 "
Total freight tonnage for 1872,				8,459,535 "
" " " " 1871,				7,100,294 "
Increase,				1,359,241 "

Percentage of increase for 1872,  $19\frac{1}{10}\%$ .

## MILEAGE.

	1872.	1871.	Increase.	Per Centage.
Mileage of through freight, eastward.....	283,529,361	253,681,076	29,948,275	11.81
“ “ “ westward.....	130,303,800	112,521,155	17,782,445	15.80
Mileage of local freight, eastward.....	624,575,182	583,268,389	91,306,793	17.12
“ “ “ westward.....	161,735,903	112,521,587	39,214,316	24.85
Totals.....	1,190,144,636	1,011,892,207	178,251,829	17.61

It will be observed that while the through freight shows a very marked increase, the increase in the local tonnage is much greater, which accounts for the fact that while the total number of tons transported was  $19\frac{1}{100}$  per cent. in excess of the previous year, the increase in the tonnage mileage was only  $17\frac{6}{100}$  per cent.

The total tonnage mileage of through and local freight was, eastward, 786,849,465, westward, 225,042,742. The ratio of the west-bound to the east-bound tonnage mileage being as 286:1000, a less favorable showing for the balance of traffic than that exhibited for the year 1871, when the ratio was as 298:1000.

The following tables exhibit the movement of loaded cars on the Main Line and Branches, and the traffic delivered to and received from connecting roads :

## MOVEMENT OF LOADED CARS ON MAIN LINE.

STATIONS.	Loaded Cars.	1872.	1871.	Increase.	Per Centage.
Philadelphia .....	Eastward.....	216,591	194,787	21,804	11.19
	Westward.....	82,622	72,982	9,640	13.20
Columbia .....	Eastward.....	235,126	214,332	20,794	9.70
	Westward.....	82,918	72,817	10,101	13.87
Harrisburg .....	Eastward.....	248,856	225,628	23,228	10.29
	Westward.....	84,556	70,112	14,444	20.60
Mifflin .....	Eastward.....	314,884	278,830	36,054	12.93
	Westward.....	87,586	74,861	12,725	16.99
Altoona.....	Eastward.....	243,856	208,346	35,510	17.04
	Westward.....	101,347	81,568	19,779	24.24
Derry .....	Eastward.....	114,978	186,111	28,867	15.51
	Westward.....	90,543	77,139	13,404	17.37
Pittsburgh.....	Eastward.....	92,423	87,064	5,359	6.15
	Westward.....	176,615	125,832	50,783	40.35

MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING  
ROADS.

STATIONS.	Loaded Cars.	1872.	1871.	Increase.	Per Centage.
Marysville.....	Eastward.....	40,396	48,338	Decrease 7,942	Decrease. 16.43
	Westward....	9,990	8,540	Increase. 1,450	Increase. 16.97
Huntingdon.....	Eastward.....	30,871	29,832	1,039	3.46
	Westward....	11,503	9,534	1,969	20.65
Tyrone.....	Eastward.....	59,274	54,886	4,388	7.99
	Westward....	7,025	6,770	255	3.76
Blairsville.....	Eastward.....	38,732	26,494	12,238	46.19
	Westward....	13,503	9,386	4,117	43.86
Allegheny City .....	Eastward.....	14,000	7,450	6,550	87.91
	Westward....	9,431	7,704	1,727	22.41

The figures at Marysville and Huntingdon show the number of loaded cars received from and delivered to the Northern Central and Huntingdon and Broad Top Railroads respectively; those at Tyrone and Blairsville, the loaded cars moved on the Tyrone and West Pennsylvania Divisions.

The live stock shipments from East Liberty stock yards during the year were 36,309 cars against 27,892 in 1871, an increase of 30<sup>18</sup>/<sub>100</sub> per cent.

There were shipped east over the road during 1872, 876,945 barrels of refined oil, 1,164,032 barrels crude oil, 2,754 barrels lubricating oil, 1,898 barrels tar, and 11,616 barrels benzine, in addition to which the local shipments amounted to 479,604 barrels. Total, 2,536,849.

The shipments of coal over the Main Line and Branches, not including anthracite coal shipped over the Belvidere Delaware Railroad, during the year were as follows: Gas coal, 697,929 tons; Clearfield coal, 532,162 tons; Broad Top coal, 214,291 tons; from Snow Shoe and Bald Eagle Valley, 52,802; from Gallitzin region, 214,278; from mines on West Pennsylvania Railroad, 200,095;

Pittsburgh coal, 960,009 tons; Cumberland coal, 23,385 tons; Anthracite coal, 700,845 tons. Total, 3,595,796 tons.

#### MOTIVE POWER AND ROLLING STOCK.

The report of the Superintendent of Motive Power, which is submitted herewith, shows in detail the operations of the motive power and car departments during past year.

There were built by contract during the year, 54 new locomotives, of which six were to replace locomotives worn out and destroyed; two were to replace locomotives sold; and 46 were for use on the Pennsylvania Railroad and United Railroads of New Jersey Division.

There were also built in the Company's shops 62 new locomotives, of which one was to replace a locomotive sold, 30 were to replace locomotives worn out and destroyed, and 31 were additions to the equipment with new numbers.

When this Company took possession of the United Railroads of New Jersey under the lease there were 193 locomotives on those roads, including 30 on the Belvidere Delaware Railroad.

The total number of locomotives in the possession of the Company December 31, 1872, was 916, distributed as follows:

On the Pennsylvania Railroad and Branches, . . . .	554
“ United Railroads of New Jersey Division, . . . .	222
“ Philadelphia and Erie Railroad, . . . .	130
“ Leased to other Railroad Companies, . . . .	10
Total, . . . . .	<u>916</u>

The following table shows the cost of repairs per mile run of all locomotives on the Pennsylvania Railroad and Branches (not including the United Railroads of New Jersey Division) for the past six years:

#### COST OF REPAIRS PER MILE RUN.

YEAR.	Cost of repairs per mile run.
1867, . . . . .	13 <sup>75</sup> / <sub>100</sub> cents.
1868, . . . . .	12 <sup>08</sup> / <sub>100</sub> “
1869, . . . . .	11 “
1870, . . . . .	9 <sup>13</sup> / <sub>100</sub> “
1871, . . . . .	6 <sup>81</sup> / <sub>100</sub> “
1872, . . . . .	8 <sup>16</sup> / <sub>100</sub> “

It will be observed that the cost of repairs per mile run during 1872 was below that of the five previous years, with the single exception of the year 1871. For reasons given in the report of the operations of the road for that year, an advance in the average cost of repairs was anticipated. As it was then stated, during the year 1871 a very heavy strain was thrown upon the power by an unexpectedly large increase in the tonnage, in consequence of which the locomotives were not, at the close of the year, in as high a state of efficiency as could have been desired. During the past year their condition has been much improved, but to effect this improvement has necessarily added to the cost of repairs, especially as increased prices had to be paid for labor and materials.

The following table shows the mileage of freight locomotives, as compared with the tonnage mileage :

	1872.	1871.	Increase.	Percentage of increase.
Mileage of freight engines.....	10,840,744	8,879,144	1,961,600	22.09
Tons moved one mile.....	1,190,144,036	1,011,892,207	178,251,829	17.61

The locomotive mileage, it will be observed, has increased in a slightly greater ratio than the tonnage mileage. For several years past the opposite has been the case, which was owing to the fact that by the gradual substitution of the standard locomotives for those of less power, worn out and destroyed, greater average loads could be hauled. The limit of improvement in this respect has however now been nearly reached, and in the future any increase in the tonnage will probably bring with it a corresponding increase in the mileage of freight locomotives.

#### PASSENGER EQUIPMENT.

Thirty-two first class passenger cars and four baggage cars, built in the Altoona car shops, were added to the passenger equipment during the year. At the time of the lease of the United Railroads of New Jersey there were on those roads, and on the Belvidere Delaware Railroad, 276 passenger cars, 5 emigrant cars, 22 baggage cars, 2 mail cars, and 14 express cars. The total passenger equip-



ment on the Pennsylvania Railroad and Branches, and on the United Railroads of New Jersey Division, is as follows :

Passenger cars,	.	.	.	.	.	503
Emigrant "	.	.	.	.	.	65
Baggage, "	.	.	.	.	.	81
Mail, "	.	.	.	.	.	6
Express, "	.	.	.	.	.	63
Total,	.	.	.	.	.	718

In addition, there are in service on the Philadelphia and Erie Railroad, passenger cars, 42; emigrant cars, 6; baggage cars, 15; express cars, 9. Total, 72.

The mileage of the passenger equipment on the Pennsylvania Railroad and Branches, not including the United Railroads of New Jersey Division, is shown in the following table :

MILEAGE OF PASSENGER EQUIPMENT.

DIVISIONS.	Passenger Cars.	Emigrant Cars.	Baggage Cars.	Mail Cars.	Express Cars.	Totals.
Philadelphia.....	1,894,223	366,301	676,346	65,709	468,394	3,470,973
Middle.....	1,414,389	450,516	631,374	82,368	709,965	3,288,612
Pittsburgh.....	1,862,013	424,641	619,815	73,592	631,856	3,611,917
Lewistown.....	163,989	827	19,178	.....	.....	183,994
Tyrone.....	270,078	13,906	129,335	.....	360	413,679
West Pennsylvania.....	438,696	1,652	107,369	.....	.....	547,717
Bedford.....	9,391	.....	7,969	.....	38	17,396
Total.....	6,052,779	1,257,843	2,191,386	221,669	1,810,613	11,534,290
Total for 1871.....	5,593,159	1,041,954	2,229,325	222,090	1,715,824	10,802,352
Increase.....	459,620	215,889	.....	.....	94,789	731,938
Decrease.....	.....	.....	37,939	421	.....	.....

## FREIGHT EQUIPMENT.

The following cars have been added to the freight equipment during the year, viz.: Box cars, 432; stock cars, 500; gondola cars, 1,004; eight-wheel coal cars, 385; four-wheel coal cars, 1; four-wheel cabin cars, 282.

When possession was taken of the United Railroads of New Jersey, under the lease, there was on those roads, and on the Belvidere Delaware Railroad, the following freight equipment, viz.: Box cars, 862; stock cars, 103; gondola cars, 676; eight-wheel coal cars, 610; four-wheel coal cars, 1; eight-wheel marl cars, 242; four-wheel marl cars, 205; four-wheel cabin cars, 8; eight wheel cabin cars, 20. Total, 2,727 freight cars of all classes.

During the year, 184 eight-wheel coal cars were sold under contracts previously made to coal companies shipping over the road.

The total freight equipment in service December 31, 1872, on the Pennsylvania Railroad and Branches, and on the United Railroads of New Jersey Division, was as follows:

Box cars, . . . . .	4,007	
Stock cars, . . . . .	2,003	
Gondola cars, . . . . .	4,442	
Eight-wheel coal cars, . . . . .	2,166	
Four-wheel coal cars, . . . . .	2	
Eight wheel marl cars, . . . . .	242	
Four-wheel marl cars, . . . . .	205	
Four-wheel cabin cars, . . . . .	292	
Eight-wheel cabin cars, . . . . .	20	
		13,379
Cars owned by individuals and other companies,		7,634
		<hr/>
Total, . . . . .	21,013	
Total December 31, 1871, . . . . .	13,851	
		<hr/>
Increase, . . . . .	7,162	

The freight equipment of the Philadelphia and Erie Railroad was increased during the year by the addition of the following: Box cars, 100; gondolas, 345; cabin cars, 13.—Total 458. And

there are now on that road the following cars owned by this Company, viz.:

Box cars, . . . . .	911
Gondola cars, . . . . .	1,960
Stock cars, . . . . .	100
Eight-wheel coal cars, . . . . .	30
Four-wheel coal cars, . . . . .	40
Cabin cars, . . . . .	56
<b>Total, . . . . .</b>	<b>3,097</b>

There are 1,436 cars in the Maintenance of Way service on the Pennsylvania Railroad and Branches and United Railroads of New Jersey Division, and 369 on the Philadelphia and Erie Railroad.

The following summary shows the total number of cars of all descriptions owned by the Company:

	Passenger Equipment.	Freight Equipment.	Maintenance of Way Equipment.	Totals.
Pennsylvania Railroad.....	399	10,652	898	11,949
United Railroads of N. J. Division ...	319	2,727	538	3,584
Philadelphia and Erie Railroad.....	72	3,097	369	3,538
<b>Totals.....</b>	<b>790</b>	<b>16,476</b>	<b>1,805</b>	<b>19,071</b>

#### MAINTENANCE OF WAY.

##### *Road bed and Road Superstructure.*

On the Philadelphia Division a large amount of ditching and ballasting has been done. The trestle work at west end of Schuylkill Bridge, on the Delaware Extension, has been entirely rebuilt. A number of arch and box culverts have been repaired.

On the Middle and Pittsburgh Divisions a more than ordinary amount of ballasting and ditching was done. In order to accommodate additional tracks at different points, a large amount of grading has been done, and a number of arch and box culverts have been extended. The result of the year's work shows a general improvement in the condition of the track.

New tracks have been laid during the year, as follows :

	Miles.	Feet.
Second and third tracks :		
Philadelphia Division.....	8	1,888
Middle Division.....	8	171
Pittsburgh Division.....	1	3,761
West Pennsylvania Division.....	2	1,845
Sidings on Philadelphia Division .....	2	3,706
" on Middle Division.....	7	2,091
" on Pittsburgh Division .....	1	2,777
" on Tyrone Division.....	2	2,731
" on West Pennsylvania Division.....	2	586
" on Lewistown Division.....	4	3,219
Total.....	41	1,655
Less track removed.....	1	3,988
Total additional length of Company's sidings.....	39	2,947
	Miles.	Feet.
Private sidings .....	2	3,522
Less private sidings removed.....	1,303	2
Total additional length of Company and individual sidings and second and third tracks.....	41	5,166

The number of miles of single track in use at this date is as follows :

Main Line, including sidings, . . . . .	939.3
Branches owned, . . . . .	102.0
Branches leased, . . . . .	330.8
Private sidings, . . . . .	59.9
Total, . . . . .	1,432.0

Statement of track material used for repairs on Pennsylvania Railroad and Branches during the year :

	Steel rails.	Iron rails.	Splice joints.	Spikes.	Cross-ties.
	Tons.	Tons.	Number.	Pounds.	Number.
Philadelphia to Harrisburg.....	3,174	397	9,428	157,251	98,578
Harrisburg to Altoona.....	0.036	811	19,323	244,625	172,188
Altoona to Pittsburgh .....	5,520	261	10,658	224,423	61,299
Delaware Extension.....	29	96	351	5,475	2,674
East Brandywine & Waynesburg R. R.....		99	400	3,300	3 121
York Branch.....		90	374	2,920	1,774
Mifflin and Centre County Branch.....		68	127	2,520	2,991
Sunbury and Lewistown Railroad.....		1	662	2,185	1,151
Tyrone Branch.....		58	27	4,675	152
Tyrone and Clearfield Railway.....	248	507	980	20,705	15,131
Bald Eagle Valley Railroad.....		148	443	7,490	9,833
Hollidaysburg Branch.....		3-3	1,656	8,705	5,307
Morrison's Cove Branch.....				8,722	1,909
Newry Branch.....					41
Ebensburg and Cresson Railroad.....			416	4 190	9,931
Indiana Branch.....		106	400	4,692	5,603
West Pennsylvania Railroad.....		774	3 050	23,044	33,166
Steubenville Extension.....	55		178	6,650	1,434
<b>Totals .....</b>	<b>15,062</b>	<b>3,799</b>	<b>48,503</b>	<b>731,582</b>	<b>426,253</b>

In addition to the above, there were used in construction :

Steel Rails,	.	.	.	.	.	1,716 Tons.
Iron "	.	.	.	.	.	597 "
Splice Joints,	.	.	.	.	.	9,364
Spikes,	.	.	.	.	.	207,067 P'ds.
Cross-ties,	.	.	.	.	.	61,689

On the first of January, 1873, there had been laid in the track 55,725 tons, or about 560 miles of steel rails.

## BRIDGES.

In addition to the work of ordinary repairs, the following bridges have been rebuilt: Little Conestoga Bridge No. 61, new abutments built and one span of boiler plate superstructure erected, to replace the old wooden structure. Wooden stringers at No. 62 renewed with wrought iron beams.

On York Branch the masonry and superstructure of bridges Nos. 11 and 6, and the masonry of No. 5, have been rebuilt. The wooden span at east end of channel span over the Monongahela River on the Steubenville Extension, has been replaced by an iron span, and plate girders have been substituted at the eastern approach to this bridge in place of the old wooden trestle work.

On Tyrone Division, a Howe truss of one span of 59 feet has been rebuilt.

On Lewistown Division, bridges Nos. 6 and 9, on Mifflin and Centre County Railroad, have been replaced by Howe truss spans.

The masonry has been rebuilt and superstructure renewed at several of the over-head bridges.

A section of new line at Morgan's Corner,  $1\frac{7}{16}$  miles long, was completed March 24, and one at Glenloch,  $1\frac{2}{16}$  miles in length, was finished June 23, at which dates both sections were brought into use.

For the purpose of stimulating the Maintenance of Way supervisors and foremen to greater exertions in bringing the track up to the desired state of perfection, and maintaining it in that condition, a plan of paying premiums to those most deserving them was adopted and put into operation on the Main Line during the past year. While it was believed that any system by which the employes were made personally interested in the result of their labors, would prove beneficial, it was thought that such a system could be introduced with especial advantage in the case of the foremen and laborers engaged in track repairs, as they necessarily receive less direct supervision from the officers than any other employes in the service. Although this plan was not introduced until late in the Summer, its good effects became immediately apparent, in the increased zeal of the supervisors and foremen, and in the marked improvement of the track.

## TELEGRAPH.

A new wire has been erected between West Philadelphia and Paoli, to be used in connection with the "block signal" system for the movement of trains.

On Bedford Division, the telegraph line has been extended from Mann's Choice to State Line.

## GENERAL REMARKS.

On the first day of August, the Bedford and Bridgeport Railroad, extending from Mount Dallas, the terminus of the Huntingdon and Broad Top Railroad, to State Line, where it connects with the Cumberland and Pennsylvania Railroad, was leased by this Company and formed into a separate Division, to be known as the Bedford Division. Mr. Wm. H. Brown, who was the Superintendent of the Lewistown Division, was appointed Superintendent of the Bedford Division, and Mr. Persifor F. Smith was appointed to succeed him in the charge of the Lewistown Division. The Bedford and Bridgeport Railroad was completed to the Maryland State Line October 10, and shipments of coal from the extensive coal fields of the Cumberland Region, to South Amboy, were immediately commenced. Owing to the inability of the Company to furnish a sufficient number of cars for this trade without interfering with its other traffic, and also to the failure of the Huntingdon and Broad Top Railroad to handle promptly the cars which were put in the trade, the business from this region has been limited as yet, but enough has been done to demonstrate that a very heavy coal tonnage will be thrown on to the Main Line over this Branch, as soon as the necessary facilities can be provided.

The system of laying passing sidings between the main tracks, to be used by freight trains in either direction to clear passenger trains following them, was found to work so well that eighteen additional miles of such sidings were laid on the Main Line between Philadelphia and Pittsburg during the past year. These sidings have afforded a much-needed relief, and, in fact, without them, it would have been impracticable to move the traffic with promptness and safety.

The very heavy traffic of the past year was transported with general regularity and despatch, the only delays in the car-movement having been caused by a lack of terminal facilities. During the

summer the shipments of grain in bulk were large, and as the consignees found it impossible to procure vessels to carry it away as rapidly as it was received, the limited storage capacity for grain was soon filled to overflowing, and the immediate result was a large accumulation of cars, loaded with grain, filling the sidings and interfering with the regular movement of the other freight.

While the storage capacity of the Port of New York is estimated at seventeen millions of bushels, all supplied by private individuals or firms, that of Philadelphia does not exceed one and one-half millions, one-half of which is provided by this Company. A large grain business can be done in Philadelphia when more storage is provided. A move in this direction is now being made by an enterprising firm, who are erecting a large grain-elevator near the mouth of the Schuylkill. This elevator alone, with the regular tonnage which will be supplied by two Lines of Ocean Steamers, will afford great relief, and it is hoped, now that a commencement has been made, additional facilities will be provided by other firms and individuals as they become needed.

At times during the year, temporary interruptions in the regular movement of the tonnage were also caused by the want of sufficient track-room and other facilities at terminal points. To handle the present large traffic of the Road economically, as well as to obtain the proper amount of service from the car-equipment, it is necessary that the movement should be regular, and not subjected to such interruptions. For the purpose of providing against these difficulties in the future, extensive additions to the sidings and other facilities are being made in accordance with comprehensive and well-considered plans, at Pittsburg, Mantua, Philadelphia, and Jersey City.

An examination of the record of accidents occurring on the Road for the past few years develops some interesting facts, and gives proof of the wisdom of the policy always pursued by the Company, of sparing no expense when safety or the efficiency of the service was involved. It would be natural to expect that the number of accidents would increase with the increase in number of trains moved. The liability to accidents from broken wheels, axles, rails, &c., would certainly be in proportion to the number of trains, and indeed, the same thing would be the case with accidents resulting from carelessness or disobedience of the rules on the part of em-



ployes. But the record referred to, in which is entered a full statement of every accident, however slight, occurring on the Road, shows, that instead of the number of accidents increasing with the business, there has been a steady improvement in that respect from year to year. A comparison, for instance, of the number of accidents which occurred in the year 1868 with those of 1872 shows, that with an increase of  $79\frac{1}{10}\%$  per cent. in the tonnage, and  $40\frac{1}{10}\%$  per cent. in the number of passengers carried, there was an actual falling off in the number of accidents of 25 per cent., and a corresponding decrease in the loss and damage resulting therefrom. Or, if the accidents are divided into two classes, those caused by breakages, and those caused by carelessness or neglect on the part of employes, a falling off of 26 per cent. in the former, and 22 per cent. in the latter class is shown. This gratifying result demonstrates clearly that the improvement of the Road and its equipment, as well as in the discipline of the service, has kept pace with the increase of the business, and, in fact, it can be unhesitatingly asserted, that the track, the motive power, and the rolling stock never were in such good condition as they now are, and that the Road never was so well prepared to transport with economy, regularity, and, above all, with safety, the large passenger travel and heavy tonnage that is being thrown upon it.

On the first of April last, Mr. Henry W. Gwinner, General Passenger and Ticket Agent, resigned his position to accept another one in the Company's service, and Mr. D. M. Boyd, Jr., formerly Assistant General Passenger and Ticket Agent, was appointed to fill the vacancy.

On July 15, Mr. L. P. Farmer was appointed Assistant General Passenger Agent.

Mr. Isaac Dripps, Superintendent of Motive Power, resigned his position on the first of April, on account of failing health, and Mr. G. Clinton Gardner, formerly Assistant Superintendent of Motive Power, was appointed to fill the vacancy.

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## EARNINGS.

The earnings of the United Railroads of New Jersey Division in 1872 were, exclusive of the Belvidere Delaware Railroad and Flemington Branch :

From Passengers, -	-	-	-	-	\$4,573,312 52
" Freight, -	-	-	-	-	3,263,293 86
" Express, -	-	-	-	-	236,554 95
" Mails, -	-	-	-	-	48,485 00
" Miscellaneous, -	-	-	-	-	144,580 47
Total, -	-	-	-	-	<u>\$8,266,226 80</u>

## EXPENSES.

Conducting Transportation, -	-	\$2,755,690 75
Motive Power, -	-	1,595,096 62
Maintenance of Cars, -	-	379,637 17
Maintenance of Way, -	-	1,224,007 03
General Expenses, -	-	50,735 21
Total, -	-	<u>6,005,166 78</u>
Net Earnings in 1872, -	-	<u><u>\$2,261,060 02</u></u>

## EARNINGS.

The earnings of the Belvidere Delaware Railroad and Flemington Branch in 1872 were:

From Passengers, -	-	-	-	-	\$154,479 83
" Mails, -	-	-	-	-	4,319 26
" Express, -	-	-	-	-	3,737 31
" General Freights, -	-	-	-	-	499,499 33
" Miscellaneous, -	-	-	-	-	2,357 45
Total, -	-	-	-	-	<u>\$664,393 18</u>

## EXPENSES.

Conducting Transportation, -	-	\$125,906 60
Motive Power, -	-	146,434 90
Maintenance of Cars, -	-	44,840 09
Maintenance of Way, -	-	198,349 89
Total, -	-	<u>515,531 48</u>

Showing a balance to credit of Belvidere Railroad for 1872, - - - - - \$148,861 70

The accounts of the United Railroads of New Jersey prior to the Lease having been kept in a different manner from that in use by this Company, a satisfactory comparison of the earnings and expenses for the year 1872 with those of the previous year cannot be made.

The cost of operating the United Railroads of New Jersey Division, exclusive of the Belvidere Delaware Railroad, was 72 $\frac{64}{100}$  per cent. of its gross receipts; and when it is considered that reasonable rates were received for the transportation of passengers and freight on these Lines, it must be admitted that this ratio of the expenses to the earnings is entirely too great. It is readily accounted for, however, by the fact, that the capacity of the Road and its equipment was overtaxed, and that, owing to the lack of the necessary facilities, the business had to be done in a very expensive manner. Indeed, all the efforts of the officers in charge had to be directed to the task of moving the traffic at all; questions of economy had, for the time being, to be treated as of secondary importance. When the necessary facilities shall have been provided, the cost of operating these Roads can be very much reduced.

The following tables show the number of passengers carried and the number of miles travelled during the year.

UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUSIVE OF  
THE BELVIDERE DELAWARE RAILROAD.

	Individual passengers.	Miles travelled.
First class passengers.....	5,792,707	134,015,210
Emigrant passengers.....	69,459 <sup>2</sup>	6,184,321
Commutation passengers.....	1,718,629	21,983,591
Total.....	7,580,795 <sup>2</sup>	162,183,122

## BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.

	Individual passengers.	Miles travelled.
First class passengers.....	282,514 <sup>2</sup>	4,970,716
Emigrant passengers .....	32	1,752
Commutation passengers.....	14,162	155,381
Total.....	296,708 <sup>2</sup>	5,127,849

Although an accurate comparison with the business of the previous year cannot be made, there has been a marked increase in the passenger travel ; this, together with the desire of the Company to afford better accommodations to the public, necessitated the running of more trains on all parts of the lines in New Jersey. These additional trains have made the very large increase of 1,448 miles daily to the passenger train mileage.

There was a very large increase in the tonnage of both through and local freights during the year. The following tables exhibit the number of tons transported and the number of tons moved one mile.

UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUSIVE OF  
THE BELVIDERE DELAWARE RAILROAD.

	Tonnage.	Number of tons moved one mile.
Through freight, eastward.....	521,321	46,280,584
"    "    westward.....	317,247	28,670,794
Local freight, eastward.....	1,204,712	41,531,006
"    "    westward.....	414,997	11,328,780
Fuel and other material for Company use	78,027	.....
Total.....	2,536,304	127,811,174

## BELVIDERE DIVISION.

	Tonnage.	Number of tons moved one mile.
Through freight, eastward.....	506	33,878
"    "    westward.....	967	61,800
Local freight, eastward.....	874,661	43,866,548
"    "    westward.....	38,699	1,050,102
Total.....	914,833	45,015,328

In the anthracite coal carried over the Belvidere Delaware Railroad, there was an increase of 333,126 tons, or 53 per cent. over the previous year. The rates at which this freight is transported are based upon the selling price of the coal in New York, and as the prices throughout the year were exceedingly low, the rates realized were not remunerative; there is, however, every reason to hope that during the coming season they will be such as to allow a reasonable profit to the transporters.

During the year the transportation of bituminous coal to South Amboy, for shipment to New York and vicinity, was commenced, and a traffic was thus inaugurated which is destined to grow to very large proportions. The shipment of this coal to South Amboy was 171,759 tons of gas coal, 3,357 tons of semi-bituminous coal from the mines in Central Pennsylvania, and 8,353 tons from the Cumberland mines of Maryland. Total, 183,469 tons.

The report of the Superintendent of Motive Power shows that 28 additional locomotives have been placed on the United Railroads of New Jersey Division during the year, making a total of 222 in service December 31, 1872. The cost of repairs of locomotives was \$8.50; that of fuel, \$12.95; and that of stores, \$1.22 per hundred miles run. All these figures are high, and can be considerably reduced, especially in the items of fuel and stores. The high cost

of the former, as compared with that on the Pennsylvania Railroad, although partly accounted for by the use of wood in a number of the older locomotives, and also by the freight charges paid on all coal transported over other parts of the line for use on this Division, yet is to a great extent due to the excessive expense of unloading the coal and delivering it to the locomotives, consequent upon the lack of coaling stations properly located and arranged. To remedy this difficulty large coaling platforms are being erected at Mantua, Trenton, and on the meadows south of the Hackensack, where the coal can be dumped from the cars, and delivered to the locomotives at a minimum cost for handling.

When this Company commenced to operate the roads in New Jersey, it was determined to run the passenger locomotives through between Jersey City and Philadelphia without changing them at New Brunswick, as had heretofore been the practice. It was soon discovered, however, that, owing to the fire boxes being entirely too small, the through run could not be made with anthracite coal, the boilers invariably failing to make steam freely at the latter ends of the trips. It only remained, therefore, either to go back to the old plan of changing locomotives at New Brunswick, or to use bituminous coal, which does not require so large a grate surface. The latter alternative was adopted. Twelve first-class passenger locomotives, with fire-boxes designed for burning anthracite coal, are, however, now being constructed for the passenger service between Philadelphia and New York. When they are completed, the locomotives now being used for this purpose will be transferred to local passenger trains, to which service they are well adapted, as owing to the shortness of the runs and number of stops, so great a steaming capacity is not required. Anthracite coal will then be used for all passenger locomotives on the New Jersey lines; the expense will be somewhat in excess of that of bituminous coal, but owing to the shorter distance which the former has to be transported from the mines, the difference will not be very great.

The usual Maintenance of Way work was done during the year, and the good condition of the track was fully maintained. The following statement shows the materials used in repairs of track on United Railroads of New Jersey Division, including Belvidere Delaware Railroad.

	Steel rails.	Iron rails.	Spikes.	Cross-ties.
	Tons.	Tons.	Pounds.	Number.
New York Division, Main Line.....	2,733	1,270	205,557	83,715
Perth Amboy Branch.....	1	36	700	1,921
Millstone and New Brunswick Branch.....	2	72	2,700	2,408
Rocky Hill and Kingston Branch.....		27	8,862	4,034
Princeton Branch .....		3	7,464	2,130
Frankford and Holmesburg Branch.....		1	630	316
Amboy Division.....	886	185	98,348	26,680
Belvidere Division. ....				
Main Line.....	787	251	27,145	32,909
Mercer and Somerset Branch.....		1	525	
Flemington Branch.....		74	3,828	3,656
Totals.....	4,409	1,920	355,763	157,769

In addition to the above there were used in construction: steel rails, 297 tons; iron rails, 870 tons; spikes, 53,901 pounds; cross-ties, 25,913.

The following new tracks and sidings were laid during the year :

	Miles	Feet.	Miles	Feet.
<b>SECOND AND THIRD TRACKS.</b>				
Amboy Division.				
Second track at Dayton.....			1	
New York Division.				
Third track, Monmouth Junction.....			1	2,640
<b>SIDINGS.</b>				
New York Division.				
Jersey City Yard.....		3,972		
Hackensack Meadows.....	3	886		
Newark .....		1,397		
East Newark, stock siding.....		299		
Rahway, freight siding .....		5,013		
Perth Amboy Junction .....		636		
New Brunswick, freight siding.....		316		
Plainsboro .....		920		
Lawrence .....		900		
Kensington .....		240		
Mantua, engine-house siding.....		1,655		
Philadelphia, siding at Broad Street .....		744		
			6	1,138
Amboy Division.				
Moorestown, extension of turn-out.....		840		
New Egypt, coal trestle.....		240		
Camden, turn-out.....		667		
Hightstown, engine-house and siding.....		105		
South Amboy, coal trestle.....	1	2,693		
			1	4,550
Belvidere Division.				
Extension of Calhour's siding.....		397		
Spur from Greensburg siding.....		240		
Lambertville, yard sidings .....		684		
Prallsville Quarry, stone sidings .....		292		
Johnson's, new siding .....		2,928		
" spur " .....		630		
Extension of Bull's Island siding .....		640		
Siding at Somerset Junction.....		745		
" " Pennington Station.....		582	1	1,858
Total additional length of second and third tracks and Company sidings.....			11	4,906
Private sidings laid.....				1,849
Total additional length of second and third tracks and Company and private sidings.....			12	1,475



RECAPITULATION.	Miles	Feet.	Miles	Feet.
Second Track, Amboy Division.....	1	.....		
Third " New York " .....	1	2,640		
Sidings, New York Division.....	6	1,138		
" Amboy " .....	1	4,550		
" Belvidere " .....	1	1,858	11	4,906
Private sidings.....				1,849
Total.....			12	1,475

The necessary repairs to the bridges were made, and these structures are in good condition. In addition to the ordinary work of repairs, new draws were built in the bridges on the Hackensack and Raritan Rivers, and a new truss bridge over the Pohatcony Creek was commenced. Its length will be one hundred and forty feet, with sixty feet of embankment at the approaches. It replaces the old trestle-work which spanned the creek.

The track-gauge of all the Roads composing the United Railroads of New Jersey Division was changed, during the past year, from four feet ten inches to four feet nine and one-half inches. This was done preparatory to a change of the gauge of the rolling stock to the standard wheel-gauge of this Company. When this is completed, a second change of the track-gauge will be made, in order to make it conform to the gauge of four feet nine inches adopted some years ago by the Pennsylvania Railroad, as well as by other Railroad Companies, as a compromise between the old gauges of four feet eight and-a-half inches and four feet ten inches.

A new telegraph-wire, extending from West Philadelphia to Jersey City, and thence through a cable to the Company's offices in New York, was erected, and an additional wire was put up between Philadelphia and Trenton.

During the time that the lease of the United Railroads of New Jersey was under consideration and in litigation in the Courts, the former management made no adequate provision for an increased future business, so that when this Company commenced to operate those Roads, their capacity was already taxed to its utmost by the business thrown upon them. This was the case on nearly all parts of the Line, but especially so at the Jersey City terminus. Immediate steps were taken to provide the required facilities, and such addi-

tional ground as could be purchased was at once secured on the North River front, adjoining the property already owned by the Companies. Freight-sidings were laid on this ground as rapidly as possible, but they only afforded a temporary and partial relief. A tract of land, containing one hundred acres, was purchased shortly afterwards, on the line of the Road, immediately south of the Hackensack River, and as soon as the necessary plans could be prepared, the erection of extensive locomotive and car-shops and the grading for freight-sidings was commenced. It is intended that these shall be the principal repair-shops of the New York Division, and that the work of assorting the freight-cars and the making up of the trains shall be done there, instead of at Jersey City, as heretofore. The tracks in Jersey City will thus be relieved of the large accumulation of cars now constantly occurring there, and the present vexatious delays to the passenger travel will be avoided.

For the immediate purpose of procuring earth for grading around the shops, and for the freight-sidings at the meadows on the Hackensack, a tract of land, lying higher than the surrounding meadows, and containing about one hundred and seventeen acres, was purchased at East Newark, and a steam excavator was set to work. This property will be valuable for freight purposes in connection with the growing city of Newark, as well as for its water front on the Passaic River.

As soon as the remaining right of way required for the Line from Bergen Cut to the property at Harsimus Cove could be secured, the work on the extension was commenced, and is now being prosecuted as rapidly as possible.

Contracts have been made for the construction of the necessary piers and freight warehouses on the water front, and it is expected that a portion of these improvements will be completed and brought into use early in the coming season.

The present passenger station at Jersey City being entirely too small for the business, plans for a large and commodious depot have been adopted, and the work of construction will be commenced early in the spring.

These improvements, together with others of less magnitude, which are in progress, will provide for the present wants of the Road, and can be extended in the future as the increase in the

business may require. When completed, they will enable the passenger and freight traffic to be moved with promptness and regularity.

The station building at the foot of Courtland Street, New York, was thoroughly repaired and remodelled. The pier adjoining Des Brosses Street Ferry was covered over, and, in connection with Pier 39, was established as an additional freight depot for receiving and delivering freight. This has afforded a much-needed accommodation to the merchants, and enables the Company to receive freights at two points in New York, instead of only one, at Pier 1, as heretofore.

Eight additional car floats, each capable of carrying eight loaded freight-cars, have been constructed. Freight is now shipped between Pier 39 and Philadelphia and Baltimore without breaking bulk, and as soon as the improvements now in progress on the New Jersey side of the river are completed, it is intended to dispense with the transfer at South Amboy altogether. At present, on account of the crowded state of the sidings of Jersey City, all freight to and from Pier 1 is still being sent *via* South Amboy.

The pier at the foot of Steuben Street, Jersey City, was covered over, and a portion of it has been leased to the Cardiff Steamship Company, whose steamers will be run between New York and Cardiff, Wales. Sidings were laid to this pier, as well as to the piers leased by this Company to the Cunard Steamship Company, by means of which freight can be transferred to and from the vessels with economy and despatch.

At Newark additional accommodations have been secured for the freight business, by the purchase of property adjoining the present freight station.

Additional passenger stations were established at South Newark, and in the northern part of Rahway, for the purpose of accommodating the residents of those localities. At New Brunswick the passenger station has been remodelled, and increased freight accommodations have been afforded by the enlargement of the buildings and extensions of the tracks. Additional sidings, and extensions of those already in use, were laid at numerous points on the Line. Their location and length are given in a foregoing table.

A large trestle, for storing and transferring bituminous coal to

vessels, was erected at South Amboy, and the facilities for transshipping anthracite coal were enlarged by the erection of an additional trestle, and by the construction of a canal one thousand feet in length, with a width at the outer end of one hundred and fifty feet, and at the inner end of seventy-five feet. A large inland stocking ground is also being prepared on the line of the Road, about two miles from the shipping point, so arranged that the coal-cars will be run on to a higher trestle, from whence the coal will be dumped upon the stocking-ground. When ready for shipment, the coal will run by its own gravity into cars placed on a depressed track, and the cars will run by gravity to the shipping-trestles. It is believed that this will prove a very economical mode of handling such coal as may require to be stocked before being shipped.

When all the improvements now in progress at South Amboy are completed, ample facilities will be provided for the coal tonnage now seeking this port as an outlet.

The New York and Oswego Midland Railroad commenced running their trains between Marion Station, at the west end of Bergen Cut, and Jersey City, on the 17th of June last, under an agreement entered into in 1869, for a term of five years. They are now running nine trains daily, each way, over that part of the Road, which has added very much to the already existing difficulties in Jersey City.

When this Company took possession of the United Railroads of New Jersey, under the lease, those lines were formed into a Division, to be known as the United Railroads of New Jersey Division, which was sub-divided into the New York and Amboy Divisions: Subsequently the Belvidere Delaware Railroad was brought under the operating management of this Company, and as the Belvidere Division, was added to the United Railroads of New Jersey Division.

The following appointments were made: Mr. F. Wolcott Jackson to be General Superintendent of the United Railroads of New Jersey Division; Mr. George W. Barker to be Superintendent of the New York Division; Mr. Isaac S. Buckelew to be Superintendent of the Amboy Division; and Mr. J. A. Anderson to be Superintendent of the Belvidere Division. Mr. Walter Freeman was appointed General Freight Agent of the United Railroads of New Jersey Division.

The Columbus, Kinkora, and Springfield Railroad, extending from Kinkora Station, on the Camden and Amboy Railroad, to New Lisbon, on the line of the Pemberton and New York Railroad, was completed in July last, and has been operated by this Company as a part of the Amboy Division, under a previous lease of the road to the United Railroads of New Jersey.

It affords me much pleasure to bear testimony to the zeal and fidelity with which the officers of the Transportation Department and their assistants have discharged the arduous duties imposed upon them by the very heavy business of the past year.

Respectfully submitted,

A. J. CASSATT,  
*General Manager.*

# REPORT

## OF THE

### Superintendent of Motive Power and Machinery.

**Office Superintendent Motive Power and Machinery,**

*Altoona, Pa., January 1, 1873.*

A. J. CASSATT, Esq.,  
General Manager.

DEAR SIR:—I have the honor herewith to submit the following report of the operations of the Motive Power Department for the year ending December 31, 1872.

The number of locomotives on the Main Line and its Branches			
January 1, 1872,	.	.	514
To which have been added during the year, as follows:			
Received from the U. R. R. of N. J.,	.	.	163
"    "    Bel. and Del. R. R.,	.	.	30
			193
Built by Baird & Co., new numbers,	.	.	46
"    "    old    "	.	.	6
"    "    to replace engines sold,	.	.	2
			54
Built at Company's shops, new numbers,	.	.	31
"    "    old    "	.	.	26
"    "    to replace engines sold,	.	.	1
"    "    to replace engines cut up on			
U. R. R. of N. J. Div.,	.	.	4
			62
Total built, new numbers,	.	.	77
"    old    "	.	.	36
"    to replace engines sold,	.	.	3
			116
Total added during the year,	.	.	309

From which deduct as follows :

Reported in shop rebuilding January 1, 1872, . . .	6	
Sold N. O. J. and G't N. R. R., . . .	1	
Cut up during the year, . . .	29	
Building in Jersey City shops, . . .	1	
	—	37
Increase in number of engines during the year, . . .		272
		—
Total number of engines at this date, . . .		786
Their condition is as follows :		
In service, in good working order, on P. R. R. and its Branches, . . .	415	
In service, in good working order, on U. R. R. of N. J. Division, . . .	132	
	—	547
In service, requiring repair, on P. R. R. and its Branches, . . .	69	
In service, requiring repair on U. R. R. of N. J. Div., . . .	47	
	—	116
In shop rebuilding U. R. R. of N. J. Div., . . .		1
In shop under general repairs on P. R. R. and its Branches, . . .	57	
In shop under general repairs on U. R. R. of N. J. Div., . . .	22	
	—	79
In shop under slight repairs on P. R. R. and its Branches, . . .	13	
In shop under slight repairs on U. R. R. of N. J. Div., . . .	20	
	—	33
Leased to P. and D. R. R. from P. R. R. and Branches, . . .	1	
“ “ “ U. R. R. of N. J. Div., . . .	1	
	—	2
“ H. and B. T. R. R. from P. R. R. and Branches, . . .		5
“ S. and M. P't R. R. from P. R. R. and Branches, . . .		2
“ Southwest Penn. R. R. from P. R. R. and Branches, . . .		1
		—
Total number of engines, . . .		786

## Locomotives actually in service January 1, 1873:

On the U. R. R. of N. J. Div., . . . . .	179	
On the P. R. R. and Branches, . . . . .	484	
	—	663
Locomotives actually in service January 1, 1872, . . . . .	426	
	—	426
Increase over 1872 on P. R. R., . . . . .	58	
Total increase, . . . . .		<u>237</u>

The exhibit of the performance of locomotives, and cost of repairs, fuel, and stores, is made in the following tables:

## MILEAGE OF LOCOMOTIVES.

DIVISIONS.	Passenger Trains.	Freight Trains.	Distributing Trains.	TOTALS.	
				U. R. R. of N. J.	P. R. R. & Branches.
New York Division.....	1,509,163	1,072,682	76,886	2,658,731	.....
Amboy " .....	585,685	609,187	52,138	1,247,010	.....
Belvidere " .....	179,851	279,731	36,092	495,174	.....
Philadelphia " .....	867,776	2,821,965	189,953	.....	3,820,394
Middle " .....	710,406	3,015,734	133,217	.....	3,859,356
Lewistown " .....	76,081	87,771	16,134	.....	179,986
Bedford " .....	14,909	19,879	8,246	.....	43,034
Tyrone " .....	133,341	406,152	31,506	.....	570,998
West Penn'a " .....	194,146	363,201	87,425	.....	594,772
Pittsburg " .....	912,716	3,756,881	181,276	.....	4,850,873
Totals.....	5,183,578	12,433,183	703,872	4,400,915	13,919,718

Total mileage of 1871, . . . . .	11,904,317
Increase of mileage on P. R. R. and Branches, . . . . .	2,015,396
Total mileage 1872, . . . . .	18,320,628
Total increase over 1871, . . . . .	<u>6,416,311</u>



## GREATEST MILEAGE WITH PASSENGER TRAINS.

New York Div. Engine	54,	{ Ed. Osmond, Eng'r, " }	53,063
Amboy " "	618,	James White, " "	33,974
Belvidere " "	622,	{ D. C. Cooper, " Wm. Felty, " }	33,840
Philada. " "	31,	{ Sam'l Lilly, " John E. Miller, " }	54,003
Middle " "	133,	{ Henry Morne, " B. F. Free, " }	83,820
Lewistown " "	361,	{ D. P. Burns, " J. C. McCleary, " }	14,383
Bedford " "	187,	Ed. Mower, " "	6,318
Tyrone " "	30,	J. K. Russell, " "	35,332
West Penn " "	360,	D. P. Kennedy, " "	39,889
Pittsburg " "	507,	{ Nathan Henry, " Thos. Ridley, " }	64,253

## AVERAGE MILEAGE WITH PASSENGER TRAINS.

New York Division,	.	.	.	.	.	24,341
Amboy " "	.	.	.	.	.	22,526
Belvidere " "	.	.	.	.	.	19,928
Philada. " "	.	.	.	.	.	28,926
Middle " "	.	.	.	.	.	37,390
Lewistown " "	.	.	.	.	.	10,869
Bedford " "	.	.	.	.	.	4,970
Tyrone " "	.	.	.	.	.	22,223
West Penn " "	.	.	.	.	.	27,735
Pittsburg " "	.	.	.	.	.	29,442

## GREATEST MILEAGE WITH FREIGHT TRAINS.

New York Div. Engine	748,	{ James Gunnell, Eng'r, " Jos. Hood, " Geo. Shuchart, " }	41,370
Amboy " "	645,	{ Tatum Parsons, " Jackson Parsons, " }	36,823

Belvidere Div. Engine	599,	{ Chas. Hartley, Eng'r, " }	18,925
Philada. " "	161,	A. B. Slack, " "	35,852
Middle " "	215,	Jacob Kimes, " "	48,012
Lewistown " "	361,	{ D. P. Burns, " "	12,710
		J. C. McCleary, " "	
Bedford " "	214,	Dexter White, " "	4,925
Tyrone " "	387,	M. Fallen, " "	27,018
West Penn " "	221,	J. A. Stitt, Sr., " "	28,012
Pittsburg " "	416,	Sam'l McMillin, " "	32,808

## AVERAGE MILEAGE WITH FREIGHT TRAINS.

New York Division,	.	.	.	.	.	21,033
Amboy " "	.	.	.	.	.	18,460
Belvidere " "	.	.	.	.	.	13,987
Philada. " "	.	.	.	.	.	26,630
Middle " "	.	.	.	.	.	27,667
Lewistown " "	.	.	.	.	.	7,979
Bedford " "	.	.	.	.	.	3,976
Tyrone " "	.	.	.	.	.	15,621
West Penn " "	.	.	.	.	.	19,116
Pittsburg " "	.	.	.	.	.	19,366

The general average mileage of passenger engines on the entire road was 25,918, an increase of  $1\frac{2}{10}$  per cent. over that of 1871, and that of freight engines was 21,661, a decrease of 5 per cent.; but for a more direct comparison, on Pennsylvania Railroad and Branches alone, the general average was for passenger engines 28,246, an increase of  $10\frac{7}{10}$  per cent.; for freight engines 22,280, a decrease of  $2\frac{3}{10}$  per cent. under that for 1871.

## COST OF REPAIRS, FUEL, AND STORES.

DIVISIONS.	Repairs.	Fuel.	Stores.	Totals.
New York.....	\$210,385 90	\$371,000 23	\$34,899 85	\$616,285 98
Amboy.....	135,726 72	135,590 04	12,761 63	284,078 39
Belvidere.....	26,408 50	62 689 52	6,130 65	95,228 67
Philadelphia.....	227,374 16	232,180 88	32,213 77	491,768 81
Middle.....	219,317 22	253 231 73	26,719 88	499 268 83
Lewistown.....	7 668 16	7 324 59	1,398 78	16,391 53
Bedford.....	1 781 47	1,761 15	355 30	3,897 92
Tyrone.....	53,802 90	38,294 29	4,189 67	96 286 86
West Pennsylvania.....	23,960 53	29 384 33	3,035 65	56 380 51
Pittsburg.....	603,107 38	319,982 82	44,696 98	967,787 18
Totals.....	1,509,532 94	1,451,439 58	166,402 16	3,127,374 68
U. R. R. of N. J. Div.....	372,521 12	569,279 79	53,792 13	995,593 04
P. R. R. and Branches...	1,137,011 82	882 159 79	112,610 03	2,131,781 64
Total 1871.....	810,557 70	715,692 36	99,489 46	1,625,739 52

The increase of motive power this year has been marked both by the addition of engines having new numbers as well as the replacing of old numbers with new engines. The increased cost of repairs (amounting on Pennsylvania Railroad with its Branches to 40 per cent.) is due to the unusual number of engines rebuilt that have been charged to repairs; and in making the comparison of cost of repairs on Pennsylvania Railroad (proper) with the preceding year, the difference in total cost of engines rebuilt in 1871 and those rebuilt in 1872 (amounting to over \$240,000) should be deducted from the repairs of this year. The exhibit will then show a decrease in cost of repairs per mile run under that of 1871 of full 5½ per cent. On the United Railroads of New Jersey Division the rebuilt engines charged to repairs amounts to over \$70,000, and to deduct this from repairs, would show the cost of repairs per mile run at the same figure of Pennsylvania Railroad for 1871, 6 $\frac{81}{100}$ . It is but fair in both cases to make these deductions for comparison, as the greater portion of the charges were made in the December ac-

count, and as the rebuilt engines have contributed but little in diminishing the expenses of repairs.

The cost of fuel also shows an increase amounting on the Pennsylvania Railroad (proper) to 23 per cent., but the increase of mileage is nearly 17 per cent., and the increased price of fuel has been over 5 per cent. The increased cost per mile run is  $5\frac{3}{10}$  per cent. over that of 1871. The great increase in cost of fuel on the United Railroads of New Jersey Division over that of Pennsylvania Railroad (proper) is partly due to the price of the same, which is 175 per cent. higher than that on Pennsylvania Railroad, and if allowance is made for this, the cost per mile run will be 16 per cent. greater than that of Pennsylvania Railroad. This excess may be to a great extent accounted for by the condition of the engines, most of them being old and worn out, adding greatly to the expense of running them in moving an equal tonnage.

The cost of stores on Pennsylvania Railroad with its Branches has increased about 13 per cent., due to the mileage, showing a decrease per mile run of  $3\frac{1}{2}$  per cent. under that of 1871. On the United Railroads of New Jersey Division the cost of stores is very great, owing, to some extent, to the inferior and aged engines, but greatly to the habits acquired in making short runs.

The average cost per mile run exhibit an increase in all items as stated over that of last year, except in the stores; and in the following table the Tyrone and Pittsburg Divisions show a marked increase in cost of repairs, which is due to the fact that the excess in cost of rebuilt engines over that of 1871 has been entirely charged to these Divisions, amounting, respectively, to \$10,000 and \$230,000.

## GENERAL AVERAGE COST PER 100 MILES RUN.

DIVISIONS.	Repairs.	Fuel.	Stores.	Totals.
New York.....	\$8 25	\$14 28	\$1 34	\$23 87
Amboy.....	10 25	10 51	99	21 75
Belvidere.....	5 15	12 49	1 22	18 86
Philadelphia.....	5 89	6 06	84	12 79
Middle.....	5 77	6 57	69	13 03
Lewistown.....	4 17	4 08	79	9 04
Bedford.....	4 13	4 12	83	9 08
Tyrone.....	9 29	6 63	72	16 64
West Pennsylvania.....	3 88	4 91	51	9 30
Pittsburg.....	12 42	6 59	92	19 93
U. R. R. of N. J. Division....	8 50	12 95	1 22	22 67
P. R. R. and Branches.....	8 16	6 33	81	15 30
P. R. R., 1871.....	6 81	6 01	84	13 66
Decrease.....			03	
Increase.....	1 35	32		1 64
Entire road.....	8 24	7 92	91	17 07

GENERAL AVERAGE CONSUMPTION OF STORES PER 100  
MILES RUN.

	Pounds of coal.	Quarts of oil.	Pounds of waste.	Pounds of tallow.
U. R. R. of N. J. Division....	56.9	5.1	2.8	2.9
P. R. R. and Branches.....	72.0	2.9	1.7	2.6
P. R. R., 1871.....	68.9	2.4	1.7	2.3
Increase on P. R. R.....	3.1	0.5	0.0	0.3

The increase in fuel and stores over 1871 is not very great, considering the mileage and tonnage, and in the use of oil for lubricating passenger and freight cars there has also been an increase over 1871, which is due to the same cause.

The operations of the machine shops, during the year, have been with the following result:

Locomotives built entirely new,	.	.	.	.	62
“ had general repairs,	.	.	.	.	339
“ “ ordinary repairs,	.	.	.	.	1,214
“ new with steel fire-boxes,	.	.	.	.	58
“ “ “ iron “	.	.	.	.	4
“ had new steel fire-boxes built,	.	.	.	.	25
“ “ “ iron “ “	.	.	.	.	3
“ “ half “ “ “	.	.	.	.	8
“ new with steel boilers,	.	.	.	.	58
“ “ “ iron “	.	.	.	.	4
“ had new “ “ built,	.	.	.	.	9

## TIRES USED.

Steel tires for new locomotives,	.	.	.	.	626
Chilled tires for new locomotives,	.	.	.	.	36
Steel tires for renewals,	.	.	.	.	90
Chilled tires for renewals,	.	.	.	.	119
					<hr/>
Total in 1872,	.	.	.	.	871
Total in 1871,	.	.	.	.	420
					<hr/>
Increase,	.	.	.	.	451
					<hr/> <hr/>

This increase, however, is due to the additional engines, new numbers (77 in all, requiring 452 tires), which, if deducted, would show the increase in the number of tires used very slight.

## WHEELS AND AXLES USED.

	A X L E S .			Wheels.
	Iron.	Steel.	Totals.	
Locomotive tracks (new engines)....	188	30	} 290	436
“ “ (repairs).....	29	43		1,455
“ tenders (new engines)....	5	429	} 660	932
“ “ (repairs).....	9	217		2,642
Passenger equipment.....	196	1,390	1,586	5,934
Freight “ .....	7,000	493	7,493	30,815
Totals.....	7,427	2,602	10,029	42,214

## ROLLING STOCK.

The passenger equipment on Main Line and Branches, and U. R. R. of N. J. Division, is as follows:

## PASSENGER EQUIPMENT.

	Total number January 1, 1872.	New numbers added by building during 1872.	New numbers added by U. R. R. of N. J. Div. during 1872.	Total number January 1, 1873.	In shop, re- building.	In service Jan. 1, 1873.
Passenger.....	195	32	276	503	14	489
Emigrant.....	60		5	65	8	57
Baggage.....	55	4	22	81	3	78
Mail.....	4		2	6		6
Express.....	49		14	63	5	58
Totals .....	363	36	319	718	30	688

## FREIGHT EQUIPMENT.

	Total number January 1, 1872.	New numbers added by building during 1872.	New numbers added by U. R. R. of N. J. Div. during 1872.	Sold during 1872.	Total number January 1, 1873.	In shop, re- building.	In shop under ordinary repairs	In service January 1, 1873.
Box.....	2,713	432	862		4,007	248	77	3,682
Stock .....	1,400	500	103		2,003	39	49	1,915
Gondola.....	2,762	1,004	676		4,442	80	58	4,304
Eight-wheel coal.....	1,355	385	610	184	2,166	20	27	2,119
Four-wheel coal.....		1	1		2			2
Eight-wheel marl.....			242		242		2	240
Four-wheel marl.....			205		205	2	9	194
Four-wheel cabin.....	2	282	8		292	6	2	284
Eight-wheel cabin.....			20		20		1	19
Totals.....	8,232	2,604	2,727	184	13,379	395	225	12,759



The following cars, owned by individuals and incorporated companies, are now run regularly on this road :

Powelton Coal and Iron Company, . . . .	187
Kittanning Coal Company, . . . .	165
Shafton Coal Company, . . . .	70
Moshannon Coal Company. . . .	50
Penn Gas Coal Company, . . . .	925
Westmoreland Coal Company, . . . .	883
Philadelphia and Reading Coal Cars, . . . .	900
P. R. R. and A. V. R. R. Oil Line Cars, . . . .	561
Union Line, . . . .	1,638
Allentown Line, . . . .	250
National Line, . . . .	1,005
Pennsylvania Company Cars, . . . .	1,000
Total, . . . .	<u>7,634</u>

#### CARS IN MAINTENANCE OF WAY SERVICE.

Cabin cars, . . . .	29
Gondola cars, . . . .	222
Dump cars, . . . .	418
Derrick cars, . . . .	18
Tool cars, . . . .	7
Paint cars, . . . .	3
Hand cars, . . . .	337
Hand trucks, . . . .	386
Cars for use of shops, . . . .	12
Snow plows, . . . .	4
Total, . . . .	<u>1,436</u>

#### RECAPITULATION.

Passenger equipment, number of cars, . . . .	688
Freight " " " . . . .	12,759
Cars in maintenance of way service, . . . .	1,436
Individual cars of other Railroad Companies run regularly on Pennsylvania Railroad, . . . .	7,634
	<u>22,517</u>

## GENERAL REMARKS.

The constant demand upon the motive power has been met this year by the addition of new locomotives, and the general condition of the power is somewhat better than at the commencement of the year. The number of new and rebuilt engines placed in service, although not in proportion to the increase of mileage and tonnage, has furnished sufficient power without having it at any time over-taxed.

The work in the car department has been pushed at times to its greatest extent, and at the Altoona car shops it has been necessary to run the planing mill with a day and night gang since September 23, 1872.

In addition to the construction reported, and the necessary repairs, the following cars have been built during the year: For the Pullman Palace Car Company, eight (8) parlor cars and three (3) sleeping cars; for construction work, six (6) stone cars; for connecting lines, thirty-four (34) passenger, one (1) smoking, one (1) baggage, five (5) box, five (5) stock, twenty-seven (27) gondolas; making of passenger equipment forty-seven (47); of freight equipment forty-three (43), being ninety (90) cars in all. In addition to this work the car department has also made the ticket cases for New York, Philadelphia, Baltimore, Washington, and Pittsburg ticket offices, together with a portion of the furniture required in the extension of the offices of other departments.

The condition of the freight equipment has also been improved by repairs, as well as by an increase of 25 per cent. in Pennsylvania Railroad cars proper. The number of freight cars in shop, on an average, has been decreased in proportion to the increase of freight equipment. The weekly average under and awaiting repairs being two hundred and twenty-six (226) Pennsylvania Railroad cars, and seventy-seven (77) individual and Company cars; this, of Pennsylvania Railroad cars, is only an increase of 53 per cent. over that of 1871, while the increase in freight equipment of cars in service January 1, 1873, over that of January 1, 1872, is 62 per cent.

In closing this report of the year's work I take pleasure in acknowledging the efficient manner in which both officers and employees have discharged their respective duties in this department.

Yours, respectfully,

G. CLINTON GARDNER.



# REPORT

## OF THE

# CHIEF ENGINEER OF CONSTRUCTION.

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**Chief Engineer's Office, Construction Department.**

*Philadelphia, January 28, 1873.*

J. EDGAR THOMSON, ESQ.,

*President.*

SIR:—The following report of work done in this department during the past year is respectfully submitted:

The work in progress at the date of my last annual report, at Pier No. 3, at Greenwich, has been completed. Upon this pier, which is 500 feet in length by 60 feet in width, an elevated platform has been erected, with six shutes on each side for transferring coal into vessels. A fourth pier, of the same length and 220 feet in width, is now in course of construction at the old Greenwich Point wharf, and will be ready for use in the early part of next summer. The grading of a branch road 8,600 feet in length, extending from the main track northward along Delaware and Commercial Avenues and Swanson Street to the south line of the U. S. Navy Yard, and one of 3,900 feet in length from the main track southward to Pier No. 4, is well advanced, and will be ready for the tracks in the course of the next three months.

A large amount of grading and ballasting for additional tracks has been done between Thirty-fifth Street, West Philadelphia, and Overbrook Station, and surveys have been completed for an extension of two additional tracks from the latter point to Athensville.

A section of new line adjacent to Morgan's Corner, 3,400 feet in length, was opened for travel on March 24th, and another section of 6,100 feet, near Steamboat (now Glenlock) Station, was opened on June 23d; on the latter section three tracks are laid. A third track 14,960 feet in length, between Gordonville and Bird-in-Hand Stations, was opened for use on June 3d. The grading is now being done and very nearly completed for an extension of about 7,000 feet of the third track west of Downingtown; also for third track between Baldwin Station and Harrisburg. On the Middle and Pittsburgh Divisions a large amount of third track has been constructed by the maintenance of way forces, under the direction of the Transportation Department, the cost of which is included in the annexed statements.

The grading of the short section of new line west of Villa Nova is completed. On the new line between Green Tree and Glenlock Stations, the grading is very nearly finished, the double track laid for about one mile, ready for making connections with the present tracks whenever the snow and ice disappear, and the ballasting of the remainder is in progress. A section of new line 3,400 feet in length, adjacent to Caln Station, is now being graded, and will be ready for the track by the early part of the summer. Locations have been made for new line between Eagle and Green Tree Stations, and between Glenlock and Valley Creek Bridge, which will complete all the straightening contemplated to be done east of the latter point.

The masonry, embankment in approaches, and bridge superstructure over the railroad at State Street, Harrisburg, are completed, and the bridge over the canal will be raised in the course of a few weeks.

A sufficient portion of the hotel at Bryn Mawr was completed by the early part of July to enable the building to be used; since the close of the season for visitors a large extension has been built, which will be ready for use next summer.

A shed 375 by 48 feet has been erected at Christian Street wharf, on the Delaware, for the use of the American Steamship Company.

The market-house at the corner of Sixteenth and Market Streets, Philadelphia, which was purchased by the Company, has been adapted for freight business in connection with the Fifteenth Street

depot, and the alterations of the "Soldiers' Home," or Arsenal, at the corner of Sixteenth and Filbert Streets, for the same purpose, are nearly completed. When this work is accomplished the freight depot will comprise the entire block bounded by Market, Filbert, Fifteenth and Sixteenth Streets.

The following buildings have been erected during the year :

A stone passenger station and dwelling at Villa Nova ; a stone passenger station and dwelling at Brushton ; a brick passenger station, 106 by 28 feet, at Huntingdon ; a frame passenger and freight station, 38 by 21 feet, at Grapeville ; an iron passenger shed, 371 by 45 feet, at Altoona.

Elevated platforms for storing coal, with arrangements for supplying engines, are nearly completed at Glenlock and Mifflin Stations. At the former point eight dwellings for employees have been erected.

At Millerstown, on the Middle Division, a wharf of about 900 feet in length has been constructed, adjacent to a side track, for the transshipment of iron ore.

The supply of water at Leaman Place having proved inadequate to meet the increased demand, a pumping engine has been erected at the stream crossing the railroad near the station, which furnishes an ample quantity.

A large dam is being constructed over one of the tributaries of Brush Run, on the Pittsburg Division, from which a line of pipes has been laid to a reservoir near Grapeville Station. The work has been interrupted by the severity of the weather, but is expected to be completed early in the ensuing summer.

At Columbia a large space of ground has been obtained at the upper end of the town, the buildings removed, and a portion of the surface graded sufficient to admit of the erection of a round-house for 44 engines, which is nearly completed ; the grading of the remaining portion is now progressing preparatory to the construction of tracks and other improvements required to facilitate the operations at this point.

At Tyrone yard new sidings and extensions have been laid amounting to 6,711 feet. An extension of the engine-house to a full circle, commenced in the latter part of the summer, will require two or three months of favorable weather for completion.

The following work has been done at the new car shop at Altoona during the year :

A store-house for paints, 14 by 24 feet ; a shed for worked lumber, 350 by 50 feet.

The third section of the circular car shop, containing 12 tracks, has been constructed, thus completing the full circle.

1,550 feet of new track has been laid, making the total amount in and about the buildings 43,418 feet, or  $8\frac{22}{100}$  miles.

A sewer, 554 feet in length, has been built to protect the shop yard from the wash of the hillside, and 1,698 feet of six inch water pipe has been laid.

The old iron and brass foundry, at the upper shops, has been appropriated to other purposes, and a new foundry erected, comprising one main room 250 by 100 feet, with wings and projections, covering altogether a space of 66,715 square feet. This work has been done under the immediate supervision of the Motive Power Department, which has planned the details, with the exception of the roof.

Plans and specifications have been furnished to the Transportation Department for iron bridges to replace wood on the Steubenville Extension, for strengthening iron bridges on the upper Juniata, and for several overhead road bridges ; also, to the New Jersey Division and connecting railroads, for various bridges and buildings, some of them of considerable size and importance.

By request of the General Manager, minute personal inspection has been made by officers of this department of all bridges on the Main Line between Philadelphia and Pittsburg.

Having been relieved of the charge of the work upon the Philadelphia and Erie Railroad and the Lewisburg Centre and Spruce Creek Railroad in the early part of the year, my attention to those roads was extended no further than to close up some unfinished contracts which were near completion.

Respectfully submitted,

W. HASELL WILSON,  
*Chief Engineer.*

# REPORT

## OF THE

### GENERAL SUPERINTENDENT

## OF THE

# DELAWARE & RARITAN CANAL.

**Office of General Superintendent.**

*Philadelphia, January 23, 1873.*

TO J. EDGAR THOMSON, Esq.,

President Pennsylvania Railroad Company.

DEAR SIR:—Pursuant to your instructions of the 16th January, 1872, I assumed charge as General Superintendent of the Canal and its appurtenances.

John G. Stevens, Esq., having resigned his position as Chief Engineer to accept the Presidency of the United Companies of New Jersey, Mr. C. B. Rossell, C. E., was appointed Superintendent of the Canal, with its Feeder and Equipment, and Mr. Francis B. Stevens, M. E., Superintendent of Steam Towing.

Navigation was maintained from March 12th to December 14th, when it was finally closed by ice.

The following exhibits a comparison of the tonnage with that of 1871 in gross tons:

	Tons. 1871.	Tons. 1872.	Increase. 1872.	Decrease. 1872.
Schuylkill Canal Anthracite..	542,932	410,856		132,076
Port Richmond do.....	450,895	364,370		86,525
Penna. Canal do.....	15,947			15,947
Lehigh Canal do.....	293,997	302,315	8,318	
Trenton (B. & D. R. R.) do.....	154,178	283,680	129,502	
Greenwich Bituminous.....	237,133	136,379		100,754
Baltimore Bituminous.....	537,147	518,107		19,040
Port Richmond Bituminous...	94,696	62,492		32,203
Steam Lines East } .....	257,581	132,422		
Miscellaneous East } .....		161,876	36,717	
Steam Lines West } .....	465,589	174,225		
Miscellaneous West } .....		290,810	59,446	
	2,990,095	2,837,532	233,983	386,545



Aggregate decrease of tonnage in 1872, 154,462. Of this decrease the principal item is the Anthracite tonnage of the Reading Railroad and Canal, which shows a loss of 218,601 tons, notwithstanding a reduction of the average tolls of this Company from 39½ cents per ton in 1871 to 24.86 cents per ton in 1872, an average reduction equal to 37 per cent. That is to say the tonnage in question diminished 22 per cent. in quantity in the face of a reduction of 37 per per cent. in rates. The gas coal tonnage heretofore transhipped at Greenwich, but now transferred to Amboy, has been considerably diminished. During next year it will probably disappear from the Canal.

#### THE RECEIPTS AND EXPENDITURES

Can only be fairly compared with those of 1871 by allowing as follows for the different manner of keeping the accounts during the two years, viz. :

1st. To get the *actual* gross receipts, the drawbacks refunded to the shippers must be deducted in both cases.

2d. The items of \$99,376.29 for the State tax on the United Companies and \$6,650 annual interest on Hoboken mortgages, which formerly did not appear in the Canal expenses, but which, in 1872, were paid by the Canal, should be added to the Canal expenses as returned for 1871.

3d. The unpaid expenses of 1871, paid by the Lessee in 1872, viz. : \$77,787.55, should be deducted from the expenses of 1872 and added to those of 1871, where they have not previously appeared. These changes are made as follows, viz. :

RECEIPTS.	1871.	1872.
Gross Canal Receipts.....	\$1,045,957 34	\$957,551 25
Gross Steam Towage Receipts.....	383,636 77	567,063 99
	1,429,594 11	1,524,605 24
Deduct drawbacks refunded.....	148,857 27	109,448 80
Actual Gross Receipts.....	\$1,280,736 84	\$1,415,156 44
Increase in 1872.....		134,419 60

EXPENDITURES.	1871.	1872.
Canal expenses, "Ordinary".....\$292,605 60		
"Capital account".....153,395 44		
—————	\$446,001 04	\$618,044 90
Deduct drawbacks included in this.....	148,857 27	109,448 80
Actual Canal expenses as charged.....	297,143 77	508,596 10
Add State Tax paid by Canal in 1872.....	99,376 29	
Add interest Hoboken mortgages in 1872.....	6,650 00	
Steam towing expenses.....	408,424 36	443,718 68
Expenses paid in 1872 chargeable to 1871, and therefore deducted from 1872 and added to 1871	77,787 55	77,787 55
Actual comparative expenses.....	\$889,381 97	\$874,527 23
Decrease in 1872. ....		14,854 74

The increase of \$134,419.60 in actual gross receipts, together with a decrease of \$14,854 74 in comparative expenses, is equal to an increase of \$149,274 34 in the net receipts or profits of 1872, viz.:

The actual net receipts of 1872,	.	.	\$540,629 21
"                    of 1871,	.	.	391,354 87

Increase of net receipts in 1872, .	.	\$149,274 34
-------------------------------------	---	--------------

A much larger reduction of expenses is confidently expected during the current year, and both the tonnage and the rates give at present good promise of large increase.

The foregoing statements exhibit the receipts and expenses of the canal and the steam-towing. In addition to, and not included there-

in, were the receipts, expenses, and tonnage of the schooners and barges belonging to the canal, which were as follows, viz.:

21 barges transported	. . . . .	69,936 tons.
23 schooners      "	. . . . .	54,852 "

---

Total tonnage, . . . . . 124,788 "

of which 122,143 tons was anthracite coal received from the Belvidere and Delaware Railroad, at Trenton, and carried to sundry eastern ports, and 2,645 tons was back freight thence to Trenton.

The receipts for freight were	. . . . .	\$207,973 48
The expenses of all kinds,	. . . . .	191,247 71

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Net profits in 1872,	. . . . .	16,725 77
Actual loss in 1871,	. . . . .	2,184 87

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Increase of net profits in 1872,	. . . . .	\$18,910 64
----------------------------------	-----------	-------------

With the net earnings of 1872 two new schooners of 205 tons each were built and completed for the aggregate sum of \$16,458 68. There have also been placed under contract, and are in process of construction, one large schooner of 350 tons burden for the trade of Boston and the more distant eastern ports, to cost \$19,000; also two new barges of 300 tons burden, to cost \$4,600 each.

The barges are being built at Wilmington, and are to be delivered in May, and the schooners at Delanco, New Jersey, to be delivered in June next. On the latter the sum of \$4,750 has been paid.

The condition of all these vessels and their rigging having been fully kept up, the depreciation in their value is liberally estimated by the Superintendent at ten per cent.

#### THE LEHIGH BOATS.

There were 34 of these on hand, belonging to the canal at the beginning of the season. Of these six have been fully paid for during the season, and bills of sale executed to the respective lessees, leaving 28 boats on hand, of which from 8 to 10 will be paid for next season. No renewal of this stock has been made.

## THE STEAM-TOWAGE SERVICE.

The canal is now in possession of the eleven tugs turned over to it by the lessors, four tugs purchased during the year, and one new double propeller iron tug, built at the Hoboken shops during the season, at the cost of \$26,639 43. During the season, four new tug engines have been built, at a cost of \$11,114 75. These can be sold at more than cost, but are held in readiness to await any additional necessities that may be imposed by the approaching completion of the Raritan Bridge at South Amboy.

These 16 tugs were maintained in 1872 for	.	.	\$114,842 07
„ operated „	.	.	185,558 18
			<u>\$300,400 25</u>

The Superintendent estimates that in addition to fully keeping up the 11 tugs in use during 1871, the amount of \$13,000 of additional value was added to them. He also considers that the present condition of the tugs can be maintained for about \$90,000 per annum for an indefinite period, including the cost of replacing them with new ones, as they wear out.

There is no doubt that this is a valuable department of the canal service, and that in the Company's hands it will annually become of more importance both as a source of direct revenue and a means of facilitating the canal trade by prompt and safe despatch.

The plan of the bridge across the mouth of the Raritan, now in course of construction by the New Jersey Central Railroad Company (if built at all), should be modified so as to permit of the uninterrupted passage of our tows. If this is not done it will close up our navigation, as now conducted, in a very short time. This will require each barge to be towed separately down the Raritan, thus requiring many more tugs for the same service, and largely adding to the expense of towage, and will probably add 30 per cent. to the time of the passage, which is estimated to be equivalent to an addition of 20 per cent. to the cost of transportation, probably sufficient to destroy the pecuniary value of the line as a source of profit. Over 30,000 steamers, vessels, and boats, passed that point on the Raritan during last year (1871), transporting an aggregate tonnage exceeding three million tons. The number of ves-

sels exceeded those navigating the Hudson to and from the Erie Canal, and was more than double the number which passed Sandy Hook, including all coasting and small craft. Whatever increase should by this obstacle be added to the cost of transporting the above tonnage, will be to that extent a direct tax on the population of the whole Atlantic seaboard, but especially to the coal consuming public of New York and New England.

Respectfully submitted,

I. J. WISTAR,

*General Superintendent.*

# REPORT OF THE CONTROLLER.

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**Accounting Department, Pennsylvania R. R. Co.**

CONTROLLER'S OFFICE,

*Philadelphia, January 2, 1873.*

To the President and Board of Directors

of the Pennsylvania Railroad Company.

**GENTLEMEN:**—The accompanying statements of the business operations of the road embrace the usual statistics furnished from the records of this department, and exhibit in detail the sources of revenue in the Transportation Department, the character of expense accounts, and movement of passengers and freight traffic on the Pennsylvania Railroad and Branches, the earnings and expenses of the United Railroads of New Jersey Division, the Delaware and Raritan Canal, the Belvidere Delaware Railroad, and the Philadelphia and Erie Railroad, for the year ending December 31, 1872.

Respectfully submitted.

SAMUEL G. LEWIS,

*Controller.*

MEMORANDUM EXHIBIT OF EARNINGS, EXPENSES, &C., OF THE  
PENNSYLVANIA RAILROAD FOR THE YEAR 1872.

## EARNINGS.

From transportation of freight and tolls from indi-		
vidual cars, . . .	\$16,856,891	41
" miscellaneous freights, . . .	97,392	81
	<hr/>	\$16,954,284 22
" first class passengers, . . .	4,022,012	80
" emigrant passengers, . . .	240,005	08
" Adams Express, . . .	449,627	35
" carrying U. S. mails, . . .	154,914	78
" miscellaneous passengers, . . .	106,013	02
	<hr/>	4,972,573 03
" rents, . . . . .		85,668 02
	<hr/>	
Total earnings, . . . . .	\$22,012,525	27
	<hr/>	

## EXPENSES.

For conducting transportation, . . .	\$4,964,932	75
" motive power, . . . . .	3,826,946	40
" maintenance of cars, . . . . .	1,305,899	83
" maintenance of way, . . . . .	3,337,724	69
" general expenses, . . . . .	329,169	42
	<hr/>	
Total expenses, . . . . .	13,764,673	09
Net earnings to balance, . . . . .	8,247,852	18
	<hr/>	
	\$22,012,525	27
	<hr/>	

TOTAL EARNINGS AND EXPENSES OF THE UNITED RAILROADS  
OF NEW JERSEY DIVISION FOR THE YEAR 1872.

From transportation of freights,	\$3,263,293 86	
“ miscellaneous freights,	23,902 86	
	<hr/>	
Total freight earnings,		3,287,196 72
“ first class passengers,	4,465,194 12	
“ emigrant passengers,	108,118 40	
“ express,	236,554 95	
“ carrying U. S. mails,	48,485 00	
“ miscellaneous passengers,	30,901 46	
	<hr/>	
Total passenger earnings,		4,889,253 93
“ rents,		89,776 15
		<hr/>
Total earnings,		<u><u>\$8,266,226 80</u></u>

EXPENSES:

For conducting transportation,	\$2,755,690 75	
“ motive power,	1,595,096 62	
“ maintenance of cars,	379,637 17	
“ maintenance of way,	1,224,007 03	
“ general expenses,	50,735 21	
	<hr/>	
Total expenses,		6,005,166 78
Net earnings to balance,		2,261,060 02
		<hr/>
		<u><u>\$8,266,226 80</u></u>



TOTAL EARNINGS AND EXPENSES OF THE BELVIDERE DELA-  
WARE RAILROAD, INCLUDING THE FLEMINGTON BRANCH,  
FOR THE YEAR 1872.

To amount of

EARNINGS.

From freights,	.	.	.	\$499,502 83
“ passengers,	.	.	.	\$154,562 20
“ express, .	.	.	.	3,737 31
“ mails, .	.	.	.	4,319 26
“ miscellaneous, Belvidere Del. R. R.,	.	.	.	2,271 58
Total passengers,				164,890 35
Total earnings,				<u>\$664,393 18</u>

By amount of

EXPENSES.

For motive power,	.	.	.	\$146,434 90
“ conducting transportation, .	.	.	.	125,906 60
“ maintenance of way,	.	.	.	198,349 89
“ maintenance of cars,	.	.	.	44,840 09
Total expenses,				515,531 48
Net proceeds passed to credit of Belvidere Delaware				
Railroad Company,				148,861 70
				<u>\$664,393 18</u>

**TOTAL EARNINGS AND EXPENSES OF THE DELAWARE AND RARITAN  
CANAL FOR THE YEAR 1872.**

**EARNINGS.**

<b>From</b> tolls on boats, . . .	\$5,202 11
“ tolls on lading, . . .	933,629 95
“ steam towing, . . .	567,053 99
“ miscellaneous sources, . . .	18,719 19
	<hr/>
<b>Total earnings,</b> . . .	<b>\$1,524,605 24</b>
	<hr/> <hr/>

**By amount of**

**EXPENSES.**

<b>In maintenance of Canal,</b> . . .	\$278,930 52
<b>In Canal operation,</b> . . .	293,388 27
<b>In steam towing,</b> . . .	443,718 70
	<hr/>
<b>Total expenses,</b> . . .	<b>\$1,016,037 49</b>
<b>Net earnings to balance,</b> . . .	<b>508,567 75</b>
	<hr/> <hr/>
	<b>\$1,524,605 24</b>
	<hr/> <hr/>

TOTAL EARNINGS AND EXPENSES OF THE PHILADELPHIA AND  
ERIE RAILROAD FOR THE YEAR 1872.

To amount of

EARNINGS.

From transportation of freight and tolls from individual cars,	\$3,177,548 92	
“ miscellaneous freights,	55,051 36	
	<hr/>	\$3,232,600 28
“ first class passengers,	639,788 50	
“ emigrant passengers, .	7,485 59	
“ express, . . . . .	44,917 87	
“ carrying U. S. mails, .	27,573 20	
“ miscellaneous sources .	20,188 27	
	<hr/>	739,953 43
“ rents, . . . . .		8,199 16
		<hr/>
		<u>\$3,980,752 87</u>

By amount of

EXPENSES.

For conducting transportation,	\$841,298 21	
“ motive power, . . . . .	915,755 45	
“ maintenance of cars, . . . . .	338,019 18	
“ maintenance of way,- . . . . .	1,192,943 07	
	<hr/>	3,288,015 91
Net earnings to credit Phila- delphia and Erie Railroad Company, . . . . .		692,736 96
		<hr/>
		<u>\$3,980,752 87</u>

## RECAPITULATION.

## EARNINGS.

Pennsylvania Railroad and Branches, including Danville, Hazleton, and Wilkesbarre, and the Lewisburg Centre and Spruce Creek Railroads,	\$22,012,525	27
United Railroads of New Jersey Division, including the Mercer and Somerset Railroad,	8,266,226	80
Delaware and Raritan Canal,	1,524,605	24
Belvidere Delaware Railroad, including the Flem- ington Branch,	664,393	18
Philadelphia and Erie Railroad,	3,980,752	87
Total earnings,	\$36,448,503	36

## EXPENSES.

Pennsylvania Railroad and Branches, including Danville, Hazleton and Wilkesbarre, and the Lewisburg Centre and Spruce Creek Railroads,	\$13,764,673	09
United Railroads of New Jersey Division, including the Mercer and Somerset Railroad,	6,005,166	78
Delaware and Raritan Canal,	1,016,037	49
Belvidere Delaware Railroad, including the Flem- ington Branch, with net earnings paid over,	664,393	18
Philadelphia and Erie Railroad, with net earnings paid over,	3,980,752	87
Total expenses,	\$25,431,023	41
Net earnings to balance,	11,017,479	95
	\$36,448,503	36

## TRANSPORTATION BALANCE SHEET FOR THE YEAR 1872.

## DR.

To amount of	
Stock on hand January 1, 1872, Pennsylvania Railroad, . . . . .	\$1,794,619 33
Stock on hand January 1, 1872, Philadelphia and Erie Railroad, . . . . .	384,513 69
Transferred from Philadelphia and Erie Railroad shops, . . . . .	128,131 30
Pay rolls, railroad transportation, Pennsylvania Railroad, . . . . .	11,937,990 58
Pay rolls, railroad transportation, Philadelphia and Erie Railroad, . . . . .	2,167,652 92
Pay rolls, Delaware and Raritan Canal, . . . . .	410,052 23
Bills, railroad transportation, Pennsylvania Railroad, . . . . .	24,206,613 04
Bills, railroad transportation, Philadelphia and Erie Railroad, . . . . .	2,851,216 20
Bills, Delaware and Raritan Canal, . . . . .	770,030 01
	<hr/>
	\$44,650,819 30
	<hr/>

## CR.

By amounts expended in the following departments Pennsylvania Railroad and Branches, including Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg Centre and Spruce Creek Railroad.

Motive power, . . . . .	\$3,826,946 40
Conducting transportation, . . . . .	4,964,932 75
Maintenance of way, . . . . .	3,337,724 69
Maintenance of cars, . . . . .	1,305,899 83
General expenses, . . . . .	329,169 42
	<hr/>
	\$13,764,673 09
	<hr/>
Amount carried forward, . . . . .	\$13,764,673 09

TRANSPORTATION BALANCE SHEET.—*Continued.*

By amount brought forward, . . . \$13,764,673 09

## On United Railroads of New Jersey Division.

Motive power, . . .	\$1,595,096 62	
Conducting transportation, . . .	2,755,690 75	
Maintenance of way, . . .	1,224,007 03	
Maintenance of cars, . . .	379,637 17	
General expenses, . . .	50,735 21	
	<hr/>	6,005,166 78

## On Delaware and Raritan Canal,

Maintenance of Canal, . . .	\$278,930 52	
Canal operation, . . .	293,388 27	
Steam towing, . . .	443,718 70	
	<hr/>	1,016,037 49

## On Belvidere Delaware Railroad and Flemington Branch.

Motive power, . . .	\$146,434 90	
Conducting trns'n, . . .	125,906 60	
Maintenance of way, . . .	198,349 89	
Maintenance of cars, . . .	44,840 09	
	<hr/>	\$515,531 48
Voucher for net earnings to its credit, . . .	148,861 70	
	<hr/>	664,393 18

## On Philadelphia and Erie Railroad.

Motive power, . . .	\$915,755 45	
Conducting transportation, . . .	841,298 21	
Maintenance of way, . . .	1,192,943 07	
Maintenance of cars, . . .	338,019 18	
	<hr/>	3,288,015 91
Net earnings to credit Philadelphia and Erie Railroad Company, . . .	692,736 96	
	<hr/>	3,980,752 87
Amount carried forward, . . .		\$25,431,023 41

TRANSPORTATION BALANCE SHEET.—*Continued.*

By amount brought forward,		\$25,431,023 41
Individuals and Companies.		
Pennsylvania Railroad & Branches,	\$3,074,674 99	
Delaware and Raritan Canal,	26,187 69	
Philadelphia and Erie Railroad,	786,668 80	
		<hr/> 3,887,531 48
Construction and equipment,		11,348,534 17
Labor and materials transferred from Philadelphia and Erie Railroad,		128,131 30
By stock on hand December 31, 1872.		
On Pennsylvania Railroad,	\$3,209,912 04	
On Delaware and Raritan Canal,	137,857 06	
On Philadelphia and Erie Railroad,	507,829 84	
		<hr/> 3,855,598 94
		<hr/> <hr/> \$44,650,819 30

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.—STATEMENT No. 1.

DE. *General Exhibit of Earnings and Expenses of the Pennsylvania Railroad and Branches for the year ending December 31, CR.*

1872. TO AMOUNT OF EARNINGS FROM	1872. BY AMOUNT OF EXPENSES IN	Passenger.	Freight.	Totals.
Freights at Stations and Tolls on individual cars.....	\$16,558,891 41	\$1,101,730 13		
Miscellaneous.....	97,392 81		\$3,773,202 62	\$4,964,932 75
	\$16,656,284 22	608,502 64		
First class passengers.....	4,022,012 80		3,128,443 76	3,826,946 40
Emigrant passengers.....	240,005 08	411 230 00		
Express.....	449,627 35		894,009 83	1 305,899 83
Carrying United States Mails.....	154,914 78	834 426 33		
Miscellaneous .....	106,013 02		2,503,298 36	3,337,724 09
	4,972,573 03	82,292 35		
			246,877 07	329,169 42
Rents .....				
	85,668 02	3,218,181 45	10,546,491 64	13,764,673 09
Sundry sources.....		1,794 077 50	6,463,774 68	8,247,852 18
	\$22 012,525 27	\$5,002,258 95	\$17,010,266 32	\$22,012,525 27
		By amount of net proceeds to balance.....		



ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.—STATEMENT No. 2.  
*Earnings and Expenses showing net earnings by months for the year ending December 31.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January.....	\$1,590,284 53	\$964,196 51	\$626,088 02
February.....	1,505,159 43	895,513 43	609,646 00
March .....	1,732,898 94	1,079,473 08	653,425 86
April.....	1,838,174 02	1,035,938 77	802,235 25
May .....	1,908,649 55	1,174,293 71	734,355 84
June.....	1,797,162 65	1,312,906 99	484,255 66
July.....	1,850,061 95	1,162,478 67	687,583 28
August.....	1,849,318 30	1,107,199 99	742,118 31
September .....	2,071,956 01	1,234,561 71	837,394 30
October.....	2,184,629 33	1,153,233 83	1,031,395 50
November .....	1,897,095 71	1,276,208 55	620,887 16
December .....	1,787,134 85	1,368,667 85	418,467 00
Totals .....	\$22,012,525 27	\$13,764,673 09	\$8,247,852 18

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.—STATEMENT NO. 3.

*Earnings in detail of the Pennsylvania Railroad and Branches for the year ending December 31.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>PASSENGER EARNINGS.</b>													
From Freight at Stations, &													
Tolls on individual cars, .	1,291,949 05	1,140,050 86	1,361,816 81	1,410,872 67	1,451,088 49	1,378,013 93	1,387,767 23	1,378,710 71	1,559,233 95	1,700,099 41	1,498,081 42	1,290,505 38	16,854,891 41
Miscellaneous, . . . . .	12,306 66	2,317 43	10,723 96	5,544 47	16,431 96	4,852 68	9,098 95	1,421 49	5,493 82	11,867 03	6,807 72	11,406 60	97,392 81
Total Freight Earnings, . .	\$1,304,255 71	\$1,142,367 79	\$1,372,041 77	\$1,416,522 14	\$1,467,520 45	\$1,382,866 61	\$1,396,866 19	\$1,380,132 20	\$1,564,717 77	\$1,711,966 46	\$1,506,089 14	\$1,306,911 96	\$16,954,284 22
<b>PASSENGER EARNINGS.</b>													
From													
First Class Passengers, . .	243,306 76	231,819 13	297,298 53	311,198 12	351,559 85	344,192 12	339,785 66	405,580 64	430,310 27	380,186 29	310,274 60	298,030 81	4,022,012 90
Emigrant Passengers, . .	5,992 2	6,585 22	14,823 15	32,355 15	40,807 05	27,765 02	21,379 92	18,349 88	20,384 88	20,383 70	17,325 96	10,972 51	240,005 08
Express, . . . . .	15,745 00	71,593 71	27,506 82	26,274 49	31,483 04	31,918 70	30,536 78	31,854 07	34,114 49	31,794 70	33,655 52	81,751 03	449,637 35
United States Mails, . . .	12,403 49	12,353 56	12,353 56	12,403 52	12,353 54	13,624 11	12,701 41	12,601 47	12,601 49	12,701 43	12,601 46	16,515 75	154,914 78
Miscellaneous, . . . . .	5,885 57	25,541 26	8,577 67	6,186 21	7,497 40	5,816 91	8,901 20	5,627 08	6,656 39	10,633 52	6,501 65	9,715 16	106,013 02
Total Passenger Earnings, .	\$283,133 44	\$339,919 87	\$369,519 13	\$386,417 49	\$443,300 88	\$417,316 56	\$406,317 97	\$474,015 14	\$501,077 51	\$446,184 64	\$390,719 21	\$408,915 29	\$4,972,573 03
From													
Route, . . . . .	4,118 78	11,209 45	1,793 45	11,126 08	6,876 25	4,860 78	10,481 99	7,523 11	1,430 40	15,356 49	8,475 56	6,381 50	85,668 07
Total Earnings from all sources,	\$1,591,707 85	\$1,501,497 31	\$1,734,385 95	\$1,846,067 71	\$1,921,132 58	\$1,815,074 25	\$1,873,455 14	\$1,861,100 45	\$2,070,425 66	\$2,153,312 59	\$1,889,473 91	\$1,750,688 77	\$27,013,623 27

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.—STATEMENT No. 4.

*Expenses in detail of the Pennsylvania Railroad and Branches for the year ending December 31.*

HEADS OF ACCOUNTS.	CONDUCTING TRANSPORTATION.		MOTIVE POWER.		MAINTENANCE OF CARS.		MAINTENANCE OF WAY.		GENERAL EXPENSES.		TOTALS.
	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	
Advertising.....	\$25,968 42	\$ 27 07							\$3,484 71	\$10,464 11	\$40,034 31
Agents.....	35,333 09	74,180 86									109,514 55
Attendants.....									2,812 29	\$,436 86	11,249 15
Baggage masters.....	58,981 94										68,981 94
Ballast.....											312,116 21
Brakemen.....	79,384 84	768,969 71									843,354 55
Bridges, repairs of.....											302,730 24
Car furniture and fixtures.....	42,554 70	44,785 47									87,380 17
Car shops and sheds, repairs of.....					7,210 06	21,030 28					28,840 34
Car service.....											180,107 21
Cars, cleaning and inspecting.....	3,782 27	182,324 94									134,254 62
Cars, repairs of ballast and wood.....	59,904 90	74,249 72									13,187 41
Cars, repairs of freight.....											832,965 03
Cars, repairs of passenger and baggage.....											390,601 87
Cars, road and land.....											12,229 36
Chairs.....	41,888 83	187,474 63									343,879 17
Clerks.....											75,671 48
Coal.....	79,832 42	297,484 37	110,228 01	662,047 05					26,810 74	80,432 25	772,275 06
Conductors.....			6,312 12	21,100 43							377,316 79
Cotton ties.....											26,412 55
Cross ties.....											29,422 92
Dispatchers.....	10,862 44	74,639 53									94,501 97
Drawlacks and overcharges.....	2,469 67	440,091 09									442,560 76
Engines and firemen.....			101,114 47	689,300 61							850,431 08
Eng. houses, mach. shop & turn tables, repairs of.....			20,360 14	61,080 55							81,440 69
Expenses of stations, except labor.....	6 04 75	19,615 95									25,620 70
Expenses of grain elevator.....											1,285 02
Expenses on property.....											14,504 97
Foreign agencies.....	135,692 12	127,749 77									263,441 89
Freight.....											81,318 09
Freight agencies.....											42,865 94
Freight and watch houses, repairs of.....											5,290 66
Fuel and light.....	8,432 06										12,286 56
Fuel at stations.....									1,597 42	3,922 24	9,409 92
Fuel for cars.....											

[illegible]

HE	
Water, wood, i	
Wood and late	
Tolls, Junction	
Tolls, Lewisbu	
Tolls, Lewisbu	
Tolls, Danville	
Wharves and i	
Totals.	



## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.

## STATEMENT No. 5.

Showing average cost per 100 miles run for locomotive engine service for the year ending December 31.

## EXPENSES OF ENGINES.

*Average cost per 100 miles.*

DIVISION.	CLASS.	Repairs	Fuel.	Stores.	Totals.
New York Division.	Passenger Engines.....	\$7.49	\$13.13	\$1.23	\$21.85
	Distributing ".....	2.70	11.90	1.18	15.78
	Freight ".....	9.80	16.17	1.52	27.49
Amboy Division.	Passenger Engines.....	15.54	10.05	.93	26.52
	Distributing ".....	2.45	10.01	.89	13.35
	Freight ".....	6.19	10.96	1.05	18.20
Belvidere Division.	Passenger Engines.....	5.55	11.54	1.17	18.26
	Distributing ".....	3.37	11.93	1.11	16.41
	Freight ".....	6.12	13.17	1.26	19.55
Philadelphia Division.	Passenger Engines.....	\$4.09	\$4.54	.75	\$9.38
	Distributing ".....	4.14	4.57	.90	9.61
	Freight ".....	6.62	6.60	.86	13.98
Middle Division.	Passenger Engines.....	7.95	4.18	.70	12.83
	Distributing ".....	3.18	4.95	.65	8.78
	Freight ".....	6.38	7.20	.69	13.27
Lewistown Division.	Passenger Engines.....	4.05	3.19	.69	7.93
	Distributing ".....	3.21	4.37	1.01	8.59
	Freight ".....	4.45	4.82	.84	10.11
Bedford Division.	Passenger Engines.....	3.72	3.51	.76	7.99
	Distributing ".....	2.68	4.19	.86	7.73
	Freight ".....	5.00	4.54	.87	10.41
Tyrone Division.	Passenger Engines.....	4.65	4.31	.62	9.58
	Distributing ".....	1.37	6.57	.81	8.75
	Freight ".....	11.47	7.40	.75	19.62
Western Penna. Division.	Passenger Engines.....	1.79	3.67	.48	5.94
	Distributing ".....	2.05	4.39	.58	7.02
	Freight ".....	6.18	5.62	.52	11.32
Pittsburg Division.	Passenger Engines.....	8.09	4.93	.80	13.82
	Distributing ".....	5.36	4.07	.64	10.07
	Freight ".....	13.82	7.12	.96	21.90
<i>Philadelphia and Erie Railroad.</i>					
Eastern Division.	Passenger Engines.....	7.24	5.41	.58	13.23
	Distributing ".....	9.98	6.99	.87	17.84
	Freight ".....	6.63	8.43	.72	14.78
Middle Division.	Passenger Engines.....	10.06	5.03	.51	15.60
	Distributing ".....	10.78	8.08	.89	19.75
	Freight ".....	10.43	9.26	.72	20.41
Western Division.	Passenger Engines.....	5.12	5.29	.56	10.97
	Distributing ".....	2.29	7.96	.88	11.13
	Freight ".....	6.72	8.98	.76	16.46

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.

## STATEMENT No. 6.

## PASSENGERS.

*Abstract of passengers and miles travelled on the Pennsylvania Railroad and Branches for the year ending December 31.*

Pennsylvania Railroad.	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passenger.
First class passengers.....	4,098,734 <sup>2</sup>	146,748,731	35.8	415,013
Emigrant ".....	58,860 <sup>2</sup>	19,075,493	324.1	53,947
Commutation ".....	1,092,798	8,018,524	7.3	22,676
	5,250,393	173,842,748	33.1	491,636

## FREIGHTS.

*Summary of tonnage and mileage on the Pennsylvania Railroad and Branches for the year ending December 31.*

Tons of Through Freight, Eastward.....	791,504	Mileage of Through Freight, Eastward.....	283,529,351
Tons of Through Freight, Westward.....	363,725	Mileage of Through Freight, Westward.....	130,303,600
Tons of Local Freight, Eastward.....	4,135,124	Mileage of Local Freight, Eastward.....	621,193,188
Tons of Local Freight, Westward.....	2,361,034	Mileage of Local Freight, Westward.....	147,533,296
Total tons moved.....	7,651,387	Total mileage.....	1,182,559,435

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.

## STATEMENT NO. 7.

*Abstract of passengers and miles travelled on the United Railroads of New Jersey Division for the year ending December 31.*

United R. R. of N. J. Div.	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First class passengers.....	5,792,707	134,015,210	23.1	1,565,789
Emigrant ".....	69,459*	6,184,321	89.	69,487
Commutation ".....	1,718,629	21,983,591	12.8	247,007
	7,580,795*	162,183,122	21.4	1,822,283

## FREIGHTS.

*Summary of tonnage and mileage on the United Railroads of New Jersey Division for the year ending December 31.*

Tons of Through Freight East ward.....	521,321	Mileage of Through Freight East ward.....	46,280,584
Tons of Through Freight West ward.....	317,247	Mileage of Through Freight West ward.....	28,670,794
Tons of Local Freight Eastward..	1,204,712	Mileage of Local Freight Eastward..	41,531,006
Tons of Local Freight Westward	414,997	Mileage of Local Freight Westward..	11,328,790
Total tons moved.....	2,458,277	Total mileage.....	127,811,174



## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.

## STATEMENT No. 8.

## PASSENGERS.

*Abstract of passengers and miles travelled on the Belvidere Delaware Railroad and Flemington Branch for the year ending Dec'r 31.*

Belvidere Delaware Railroad and Flemington Branch.	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First class passengers.....	282,514 <sup>2</sup>	4,970,716	17.6	73,099
Emigrant passengers.....	32	1,752	54.8	26
Commutation passengers.....	14,162	155,381	11.	2,285
Totals.....	296,708 <sup>2</sup>	5,127,849	17.3	75,410

## FREIGHTS.

*Summary of tonnage and mileage on the Belvidere Delaware Railroad and Flemington Branch for the year ending December 31.*

Tons of Through Freight South...	506	Mileage of Through Freight South.	33,878
Tons of Through Freight North...	967	Mileage of Through Freight North	64,800
Tons of Local Freight South.....	874,661	Mileage of Local Freight South.....	43,866,548
Tons of Local Freight North.....	38,699	Mileage of Local Freight North.....	1,050,102
Total tons moved.....	914,833	Total mileage.....	45,015,328

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1872.

## STATEMENT No. 9.

## PASSENGERS.

*Abstract of passengers and miles travelled on the Philadelphia and Erie Railroad for the year ending December 31.*

Philadelphia & Erie Railroad.	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First class passengers.....	808,160 <sup>2</sup>	19,590,963	24.2	68,118
Emigrant passengers.....	3,549	526,216	148.2	1,829
Commutation passengers.....	28,084	405,761	14.4	1,411
Totals.....	839,793 <sup>2</sup>	20,522,940	24.43	71,358

## FREIGHTS.

*Summary of tonnage and mileage on the Philadelphia and Erie Railroad for the year ending December 31.*

Tons of Through Freight Eastward.....	220,408	Mileage of Through Freight Eastward.....	63,477,787
Tons of Through Freight Westward.....	240,273	Mileage of Through Freight Westward.....	69,198,878
Tons of Local Freight Eastward..	1,068,060	Mileage of Local Freight Eastward..	78,444,339
Tons of Local Freight Westward..	509,827	Mileage of Local Freight Westward..	55,522,403
Total tons moved.....	2,028,568	Total mileage.....	266,643,107



# REPORT

OF THE

## GENERAL SUPERINTENDENT

OF THE

# PHILADELPHIA & ERIE RAILROAD

(Pennsylvania Railroad Co., Lessee).

**Office of General Superintendent,**  
*Erie, Pa., January 1, 1873.*

To the President and Directors of the  
Pennsylvania Railroad Company.

**GENTLEMEN:**—The operations of the Philadelphia and Erie Railroad for the year ending December 31, 1872, have been as follows:

### GROSS EARNINGS.

Freight,	.	.	.	.	\$3,177,548	92
Passenger,	.	.	.	.	647,274	09
Mails,	.	.	.	.	27,573	20
Expresses,	.	.	.	.	44,917	87
Incidentals,	.	.	.	.	83,438	79
					3,980,752	87

### EXPENSES.

Conducting transportation,	.	.	.	\$841,298	21
Motive power,	.	.	.	915,755	45
Maintenance of way,	.	.	.	1,192,943	07
Maintenance of cars,	.	.	.	338,019	18
				<hr/>	3,288,015 91
Net earnings,	.	.	.	.	<hr/> <hr/> \$692,736 96

The earnings and expenses of 1872, compared with those of 1871, are:

	Earnings.	Expenses.	Net earnings.
1872.....	\$3,980,752 87	\$3,288,015 91	\$692 736 96
1871 (less earnings of L. C. & S. C. R. R.)....	3,526,988 17	2,767,697 24	759,290 93
Increase.....	453,764 70	520,318 67	.....
Decrease.....	.....	.....	68,553 97

In detail are

#### EARNINGS.

	Freight.	Passenger.	Mails.	Expresses.	Incidentals.
1872.....	\$3,177,548 92	\$647,274 09	\$27,573 20	\$44,917 87	\$83,438 79
1871.....	2,791,935 34	601,758 17	24,774 16	37,730 10	70,770 40
Increase.....	385,593 58	45,515 92	2,799 04	7,187 77	12,668 39

#### EXPENSES.

	Conducting Transportation.	Motive Power.	Maintenance of Way.	Maintenance of Cars.
1872.....	\$841,298 21	\$915,755 45	\$1,192,943 07	\$338,019 18
1871.....	741,903 10	736,646 86	994,643 80	294,503 48
Increase.....	99,395 11	179,108 59	198,299 27	43,515 70

The expenses being  $82\frac{6}{10}$  per cent. of the earnings.

The statement of earnings and expenses, in my last annual report, included earnings and expenses of the Lewisburg Centre and Spruce Creek Railroad; as they are not in the statement of 1872, I have, for the purpose of comparison, deducted them from statement of 1871.

## MAINTENANCE OF WAY.

The expenses in this department amount to \$1,192,943.07, or 36 $\frac{3}{10}$  per cent. of gross expense, and are in excess of those of 1871 \$198,299.27. This increase in expense is principally made up by amount expended in renewing Bridge No. 28 over French Creek, Bridge No. 138 over Susquehanna River at Linden, and Bridge No. 148 over Turkey Run, which were destroyed by fire during the year; by cost of telegraph line erected over a portion of the road to furnish additional facilities needed, and to an increased value of materials used, and labor expended on track.

The following quantities of materials have been used during the year:

	Eastern Division.	Middle Division.	Western Division.	Totals.
Tons rails, construction.....	209	213	491	913
"    "    renewals.....	3,325	3,962	2,643	9,937
"    steel rails, renewals.....	394	478	811	1,683
"    "    construction.....			11	11
Pounds spikes, ".....	17,677	17,985	36,664	72,326
"    "    renewals.....	131,574	91,310	67,174	290,058
Number chairs, ".....	8	424	198	630
"    "    construction..	643	411	114	1,168
"    stop chairs, ".....	77	4	1,838	1,919
"    "    renewals.....	15,151	7,216	12,142	34,509
Sets iron splices, ".....	8,341	13,391	9,948	31,680
"    "    construction..	353	957	1,570	2,880
"    steel "    renewals.....			3,306	3,306
"    wooden "    construction.....			36	36
Number cross-ties, ".....	4,654	6,308	13,505	24,467
"    "    renewals....	72,111	47,688	48,683	168,482
Sets switch-ties, ".....	13	12	17	42
"    "    construction..	23	6	31	60
Frogs, ".....	23	17	45	85
"    renewals.....	40	48	93	181

The roadway and bridge material account is as follows:

Balance on hand December 31, 1872,	.	.	\$185,040 70
"    "    "    "    1871,	.	.	87,083 15
Increase,	.	.	<u>97,957 55</u>

The extension of sidings has been  $9\frac{771}{1000}$  miles, as follows :

LOCATION.	FEET.
Sunbury .....	4,580
Northumberland .....	1,289
Lewisburg Junction.....	313
Milton Iron Company.....	273
Eysters .....	600
Williamsport Lumber Branch.....	157
North Point.....	4,100
Renovo.....	3,883
Sterling.....	2,000
Emporium.....	685
West Creek.....	500
Howards.....	165
Beechwood.....	2,488
Osterhaut.....	285
Daguscahonda .....	442
Clarion.....	1,500
Wilcox.....	982
Kane.....	1,052
Cummings .....	2,055
Kinzua.....	1,005
Sheffield.....	1,639
Warren .....	1,125
Irvineton .....	3,581
Pittsfield.....	2,486
Concord .....	2,241
Waterford.....	418
Wagners .....	1,190
Kitchum, Bannister & Co.....	89
Erie O. Depot.....	4,583
Erie Harbor.....	3,388
Erie.....	2,499
Total.....	51,593

Or  $9\frac{771}{1000}$  miles.

Length of main tracks in use, . . . . .	$287\frac{510}{1000}$ miles.
Length of sidings, . . . . .	$114\frac{533}{1000}$ "
Length of private sidings, . . . . .	$13\frac{299}{1000}$ "
Total length of track in use, . . . . .	$415\frac{342}{1000}$ "

The renewals of bridge superstructure during the year amount to 1,364 lineal feet of Howe truss, 67 lineal feet of Stringer bridging, and 2,044 lineal feet of arching.

## CONDUCTING TRANSPORTATION.

The amount charged to this department is \$841,298.21, an increase of \$99,395.11 over that expended in 1871, and equal to 25 $\frac{6}{10}$  per cent. of total expenses.

The increase of freight tonnage is 12 $\frac{15}{100}$  per cent. over that of 1871.

The loaded cars passing Renovo show an increase of 11,404, and at Kane of 10,342, over those moved in 1871.

	1871.	1872.	Increase.
Renovo, Eastward.....	51,003	52,470	1,467
"    Westward.....	36,622	46,558	9,937
Kane, Eastward.....	43,227	46,269	3,042
"    Westward.....	38,375	45,675	7,300

Evidencing more nearly balanced trade in 1872 in movement of East and West bound cars. The per centage of light cars in 1872 show 28 per cent. of total cars moved against 34 per cent. in 1871.

The total tonnage moved one mile was 266,643,107 tons against 232,436,009 in 1871, an increase of about 14 $\frac{1}{2}$  per cent. over that of previous year, equivalent to 925,844 tons over the whole length of road.

## PASSENGER BUSINESS.

	1872.	1871.	Increase.
Passengers carried one mile.....	20,522,940	19,759,982	762,958

Equal to 71,358 over whole road, the total number carried during the year being 839,793, the average distance travelled by each person having been 24 $\frac{43}{100}$  miles.



## MOTIVE POWER.

The expenses in this department for 1872 were \$915,755.54, or 27 $\frac{9}{10}$  per cent. of gross expenses, an increase of \$179,008.59 over that of previous year, the engine mileage having increased 16 per cent., and cost per mile run 31 $\frac{1}{10}$  cents against 29 $\frac{2}{10}$  cents in 1871, the freight engines showing for each mile run 119 $\frac{52}{100}$  tons of paying freight moved to 119 $\frac{85}{100}$  tons in 1871.

The increase of expenses in this department is mainly due to increased cost of fuel, materials and labor.

The engines in service number 130, and are :

In good order, . . . . .	71
In running order, . . . . .	26
In bad order, . . . . .	7
In bad order on Daguscahonda Railroad, . . . . .	1
In running order, but needing general repairs, . . . . .	9
In shop for general repairs, . . . . .	8
In shop for light repairs, . . . . .	2
In shop for rebuilding, . . . . .	1
Condemned and cut up, . . . . .	5
Total, . . . . .	130

The operations in this department are shown in the annexed table.

## MILES RUN.

	Passenger.	Freight.	Distributing.	Totals.
Eastern Division.....	230,966	613,041	37,161	931,168
Middle ".....	196,832	759,382	31,247	987,461
Western ".....	207,561	774,732	43,196	1,025,489
1872.	685,359	2,147,155	111,604	2,944,118
1871.	562,946	1,867,260	108,205	2,538,411
Increase.....				405,707

## GREATEST MILEAGE WITH PASSENGER TRAINS.

Eastern Division, Engine 1086,	.	.	.	55,288 miles.
Middle " " 1001,	.	.	.	53,503 "
Western " " 1090,	.	.	.	51,477 "

## AVERAGE MILEAGE WITH PASSENGER TRAINS.

Eastern Division,	.	.	.	.	31,218 miles.
Middle " . . . .	.	.	.	.	39,366 "
Western " . . . .	.	.	.	.	34,594 "

## GREATEST MILEAGE WITH FREIGHT TRAINS.

Eastern Division, Engine 1095,	.	.	.	32,398 miles.
Middle " " 1105,	.	.	.	33,834 "
Western " " 1100,	.	.	.	36,519 "

## AVERAGE MILEAGE WITH FREIGHT TRAINS.

Eastern Division,	.	.	.	.	23,575 miles.
Middle " . . . .	.	.	.	.	24,496 "
Western " . . . .	.	.	.	.	24,210 "
Total average mileage with passenger trains,	.	.	.	.	34,268 miles.
" " " " freight "	.	.	.	.	24,013 "

## COST OF REPAIRS, FUEL, AND STORES.

	Repairs.	Fuel.	Stores.	Totals.
Eastern Division...	\$57,101 80	\$68,534 77	\$6,361 25	\$131,997 82
Middle " ...	102,494 26	82,700 54	6,743 77	191,938 57
Western " ...	63,629 97	83,937 17	7,466 29	155,033 43
1872 .....	222,226 03	235,172 48	20,571 31	478,069 82
1871 .....	201,692 77	186,716 70	19,196 69	406,606 16
Increase.....	21,533 26	49,455 78	1,374 62	72,363 76

## TOTAL AVERAGE COST PER 100 MILES RUN.

1872.	Repairs.	Fuel.	Stores.	Totals.
Eastern Division.....	6.13	7.36	.68	14.17
Middle    "       .....	10.37	8.38	.68	19.43
Western   "       .....	6.21	8.18	.73	15.12
Entire road, total average....	7.51	7.95	.70	16.16

COMPARATIVE STATEMENT OF AVERAGE COST PER 100 MILES  
FOR YEARS 1870, 1871, AND 1872.

	Repairs.	Fuel.	Stores.	Totals.
1870.....	9.96	7.64	1.22	18.82
1871.....	7.94	7.32	.76	16.02
1872.....	7.51	7.95	.70	16.16

## AMOUNT OF MATERIAL ON HAND AT DIFFERENT SHOPS.

	Dec. 31, 1872.	Dec. 31, 1871.	Increase.	Decrease.
Sunbury .....	\$14,210 81	\$15,531 00	.....	\$1,320 19
Renovo .....	222,514 10	168,939 25	\$53,574 85	.....
"   iron foundry...	1,390 79	3,612 58	.....	2,221 79
"   brass   "   ...	761 89	1,059 41	.....	297 52
"   wheel   "   ...	21,591 78	39,392 43	.....	17,800 65
"   oil works.....	5,165 65	5,911 82	.....	746 17
Kane .....	5,905 01	14,106 94	.....	8,201 93
Erie.....	33,337 04	30,806 16	2,530 88	.....
Total.....	304,877 07	279,359 59	56,105 73	30,588 25
Total increase.....	.....	.....	25,517 48	.....

## CONSUMPTION OF FUEL.

The consumption of fuel during the year was as follows :

	Cords Wood.	Net Tons Coal.
Eastern Division.....	1,637.7	34,283
Middle    "    .....	1,548.3	42,099
Western    "    .....	2,422.3	41,093
Consumed by locomotives.....	5,608.5	117,475
"    at shops, stations, etc.....	412.0	9,954
Totals.....	6,020.5	127,429

## STOCK ON HAND.

Stock on hand December 31, 1872, was as follows :

	Cords Wood.	Net Tons Coal.
Eastern Division.....	388.0	954
Middle    "    .....		559
Western    "    .....	1,395.7	686
Totals.....	1,783.7	2,199

## MAINTENANCE OF CARS.

The expenses in this department amount to \$338,019.18, or 10 $\frac{3}{10}$  per cent. of gross expenses, and are \$43,515 70 in excess of previous year's expense, the increase being due to the increase in value of material and labor used in repairs of passenger and freight cars.

## PASSENGER EQUIPMENT.

	On hand Dec. 31, 1871.	Built at Renovo.	Total on hand.	2d class No changed to 1st class.	Vacant.	In shop.	In service Dec. 31, 1872.
Passenger cars.....	39	3	42	.....	11	2	29
Emigrant " .....	7	.....	7	1	3	1	2
Baggage " .....	15	.....	15	.....	3	.....	12
Express " .....	6	3	9	.....	1	.....	8
Totals.....	67	6	73	1	18	3	51

## FREIGHT EQUIPMENT.

	On hand Dec. 31, 1871.	Built at P. & E.R.R. shops.	Built by contract.	Total on hand.	Vacant.	In shop.	In service Dec. 31, 1872.
Box cars.....	811	100	.....	911	59	8	844
Freight cabooses.....	43	13	.....	56	3	1	52
Stock cars.....	100	.....	.....	100	7	2	91
Gondola cars.....	1,615	200	145	1,960	95	38	1,827
Eight-wheeled coal cars..	30	.....	.....	30	3	3	24
Four-wheeled " " ..	40	.....	.....	40	5	1	34
Totals.....	2,639	313	145	3,097	172	53	2,872

## IN MAINTENANCE OF WAY DEPARTMENT.

Box cars,	.	.	.	.	.	.	15
Gondolas,	.	.	.	.	.	.	96
Dumps,	.	.	.	.	.	.	61
Hand cars,	.	.	.	.	.	.	93
“ trucks,	.	.	.	.	.	.	93
Derrick, four-wheeled,	.	.	.	.	.	.	6
“ eight “	.	.	.	.	.	.	5
Total,	.	.	.	.	.	.	<u>369</u>

## RECAPITULATION.

Passenger cars,	.	.	.	.	.	42
Emigrant “	.	.	.	.	.	6
Baggage “	.	.	.	.	.	15
Express “	.	.	.	.	.	9
Freight “	.	.	.	.	.	3,097
Maintenance of way cars,	.	.	.	.	.	369
Total,	.	.	.	.	.	<u>3,538</u>

## MISCELLANEOUS.

## COMPARATIVE EXHIBIT OF PASSENGER TRAFFIC FOR 1870, 1871, AND 1872.

	Mileage.	Passengers moved one mile.		Receipts.		Expenses.		Net Earnings.	
		Total.	Per engine mile.	Total.	Per passenger per mile.	Total.	Per passenger per mile.	Total.	Per passenger per mile.
1870.....	530,466	19,122,897	36	\$674,533 82	3 $\frac{1}{1000}$	\$680,465 91	3 $\frac{1}{1000}$	\$5,932 09	1 $\frac{1}{1000}$
1871.....	599,014	19,759,982	33	689,375 21	3 $\frac{1}{1000}$	651,153 75	3 $\frac{1}{1000}$	38,221 46	1 $\frac{1}{1000}$
1872.....	713,260	20,522,910	29	739,163 51	3 $\frac{1}{1000}$	777,097 24	3 $\frac{1}{1000}$	37,933 73	1 $\frac{1}{1000}$

## COMPARATIVE EXHIBIT OF FREIGHT TRAFFIC FOR 1870, 1871, AND 1872.

	Mileage.	Tons moved one mile.		Receipts.		Expenses.		Net Earnings.	
		Total.	Per engine mile.	Total.	Per ton per mile.	Total.	Per ton per mile.	Total.	Per ton per mile.
1870.....	1,698,217	188,673,278	111.18	\$2,400,467 39	1.33	\$1,828,219 01	1.00	\$572,248 38	1.00
1871.....	1,939,397	232,436,009	119.15	2,792,374 70	1.30	2,071,305 23	1.00	721,069 47	1.00
1872.....	2,230,858	268,643,107	119.15	3,192,087 94	1.30	2,471,417 25	1.00	720,670 69	1.00



COMPARATIVE EXHIBIT OF TOTAL WORKING OF ROAD FOR 1870,  
1871, AND 1872.

	Mileage.	Proportion of mileage.		Receipts.	Expenses.	Net Earnings	Per cent. cost, working road.	Phil. & Erie Railroad proportion.
		Pas's.	Fret't.					
1870.....	2,228,683	23.8	76.2	\$3,075,001 21	\$2,508,684 92	\$566,316 29	81.5	\$566,316 29
1871.....	2,538,411	23.6	76.4	3,481,749 91	2,722,458 98	759,290 93	78.2	759,290 93
1872.....	2,944,118	24.2	75.8	3,980,762 87	3,288,015 91	692,736 96	82.6	692,736 96

March 1, Bridge No. 6 was burned.

March 2, the old frame engine-house, at Warren, was destroyed by fire. A new brick building, better adapted to the wants of the station, is being erected by the Construction Department.

March 2, the passenger depot and telegraph office, at St. Mary's, took fire from an adjacent building and was consumed.

May 18, Bridge No. 28 was burned.

June 6, at about 8 o'clock in the evening, Linden Bridge, over the Susquehanna River, 1,078 feet in length, was destroyed by fire. On the 11th it was trestled, and trains passed over. On the 25th the trestle work was carried out by logs and flood; on July 3d it was again replaced. For the skill and energy displayed in this work special mention is due to H. T. Brooks, Superintendent of Bridges, and William Youtz, Master Carpenter, and the men under them, for having accomplished a feat unsurpassed in bridge building, the track being at an average of forty feet above the bed of the stream, in fifteen feet depth of water, and with river filled with running timber and logs.

July 11, Turkey Run Bridge was burned.

An extension of the main freight pier at Erie, 300 feet by 130 feet, and the blasting and dredging in the harbor adjacent, were completed.

Four hundred feet were added to the transfer shed at Erie outer depot.

The passenger station at Williamsport, being completed by the Construction Department, was occupied January 28.

The passenger station at Sunbury was finished by Construction Department, and occupied June 1.

August 28, the through business of the Dunkirk, Warren, and Pittsburg Railroad, which had before passed over Philadelphia and Erie Railroad between Irvineton and Warren, was transferred to their own line, it having been completed to Irvineton, and connection there made direct with Oil Creek and Allegheny River Railroad.

November 20, the new track of the Catawissa Railroad being completed, they commenced running their trains between Milton and Williamsport, diverting the bulk of their business, from that date, to their own line.

December 28, the Buffalo, New York, and Philadelphia Railroad, connecting with Philadelphia and Erie Railroad at Emporium, was opened to Buffalo.

Respectfully submitted,

WM. A. BALDWIN,

*General Superintendent.*



PROPERTY OF  
**HARVEY FISK & SONS,**  
STATISTICAL DEPARTMENT.

NOT TO BE LOANED OR TAKEN FROM OFFICE.

**TWENTY-SEVENTH**

# ANNUAL REPORT

OF THE

Board of Directors

OF THE

# Pennsylvania Railroad Co.

TO THE

## STOCKHOLDERS,

*Phila. & Erie R.R. p. 141*

MARCH 10th, 1874.

---

PHILADELPHIA:

E. C. MARKLEY & SON, PRINTERS, 422 LIBRARY STREET.

1874.



**TWENTY-SEVENTH**

**ANNUAL REPORT**

**OF THE**

**Board of Directors**

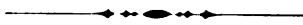
**OF THE**

**Pennsylvania Railroad Co.**

**TO THE**

**STOCKHOLDERS,**

**MARCH 10th, 1874.**



**PHILADELPHIA:**

**E. C. MARKLEY & SON, PRINTERS, 422 LIBRARY STREET.**

**1874.**



DIRECTORS  
OF THE  
**Pennsylvania Railroad Company,**  
FOR THE  
YEARS 1874 and 1875.

---

BY THE STOCKHOLDERS.

J. EDGAR THOMSON,  
JOSIAH BACON,  
WISTAR MORRIS,  
JOHN M. KENNEDY,  
JOHN SCOTT, Pittsburgh,

ALEXANDER J. DERBYSHIRE,  
SAMUEL M. FELTON,  
ALEXANDER BIDDLE,  
N. PARKER SHORTRIDGE,  
HENRY M. PHILLIPS.

BY THE CITY OF PHILADELPHIA.

WILLIAM ANSPACH,

G. MORRISON COATES,  
ALEXANDER M. FOX.

BY THE BOARD.

THOMAS A. SCOTT,

GEORGE B. ROBERTS.

PRESIDENT,

J. EDGAR THOMSON.

VICE-PRESIDENTS,

THOMAS A. SCOTT,

GEORGE B. ROBERTS.

Assistant to the President,

STRICKLAND KNEASS.

Treasurer,

EDMUND SMITH.

Secretary,

JOSEPH LESLEY.

General Solicitor,

WILLIAM J. HOWARD.





## ANNUAL MEETING.

---

*Philadelphia, March 10, 1874.*

The Annual Meeting of the Shareholders of the Pennsylvania Railroad Company was held, at 10 o'clock, A. M., at Musical Fund Hall.

The Hon. William S. Stokley, Mayor of Philadelphia, was called to the Chair, and Joseph Lesley appointed Secretary.

The Annual Report of the President and Board of Directors for the year 1873 was read.

Mr. William A. Stokes then offered the following resolutions :

*Resolved*, That the Annual Report of the President and Directors of this Company for the past year, as just read, be printed in pamphlet form, for the information of the shareholders, and that it be referred to a Committee of \_\_\_\_\_, to be appointed by the Chairman, with power to examine and report upon the various subjects embraced in the same.

2. *Resolved*, That when this meeting adjourns, it shall be adjourned by the Chairman, to meet on \_\_\_\_\_ to receive the Report of the Committee appointed under the first resolution, and to act on that and any other subject which may be presented.

Mr. George Earle offered the following resolutions, as an amendment to the resolutions of Mr. Stokes :

*Resolved*, That the Report of the Directors of the Pennsylvania Railroad Company now presented to this meeting, be referred to a Committee of five Stockholders, having no business connection with the management of the affairs of the Company, who shall examine the said Report, and ascertain whether it contains a comprehensive statement of the affairs of the Company during the past year.

*Also*, to ascertain if the amount of the increase of the Capital Stock and Bonded Debt during the year 1873 is stated, and what amount of such increase has been expended upon the Pennsylvania Railroad, and whether any part has been expended upon any Railroad leased or operated by this Company and if so, whether the amount thus expended is stated, and the authority for such expenditure; and whether any part thereof has been loaned to any other Railroad Company and if so, what amount, and the authority for making such loan; and whether any part of such increase of Capital Stock and Bonded Debt remains unexpended, and if so, how much and where deposited.

*Second.* Also to further ascertain whether the Report gives a comprehensive statement of the receipts and expenditures of the Railroads leased, operated and controlled by the officers of the Pennsylvania Company; and whether the capital stock and bonded debt of any of the Railroads have been increased since any of such railroads have come under the control of the officers of said Pennsylvania Company and if so, the amount of such increase and in what manner expended; and whether any part of the net balance to the credit of business arising from operating the Pittsburgh, Fort Wayne and Chicago Railway has been expended, or loaned upon, or to, any other railroad or corporation and if so, what amount; and whether the report contains an inventory of the property received from the Union Transportation Company, and to whom the \$3,000,000 of stock of the Pennsylvania Company in consid-

eration thereof was paid. And also whether it gives the names of the persons who subscribed for the remaining \$1,000,000 common stock, and the *actual cash paid by each subscriber*.

*Third.* Also whether the amount charged to general expenses, is sufficiently explicit; whether it contains the names and salaries of the officers, and whether any officers are receiving salaries for more than one office, and if so, the number and salary paid for each.

*Fourth.* Also whether the report contains a statement of the assets belonging to the Pennsylvania Railroad Company, and the Pennsylvania Company, and what they consist of, their actual cost and present value, and the amount of yearly income received from them.

*Fifth.* Also whether the total amount of the contingent fund, and net balance to credit of business is given; whether it consists of money, or is invested in bonds or other securities; the amount of income derived from the same, and if in money, where deposited and whether at interest or not.

At the close of this day's proceedings, this meeting shall stand adjourned until the                      day of                      , at 10 A. M., of which due notice of the place for holding such meeting shall be given, for the purpose of enabling the Committee to examine the said report in accordance with the requirements of this resolution; and also to obtain such additional information from the President of the Pennsylvania Railroad Company as the Committee may deem necessary to enable the stockholders to form a somewhat correct opinion of the affairs and the condition of the railroads owned, leased and controlled by this Company, and the railroads leased and controlled by the officers of the Pennsylvania Company, as well as any other business transacted by such officers. And the report so amended shall be printed, together with the proceedings of this meeting, and ready for distribution at least five days before the day named

for the assembling of the stockholders at such adjourned meeting to take further action on the said amended report. The said Committee may fill any vacancy which may occur in their body. The President of this Company is hereby requested to afford the Committee all necessary facilities in the discharge of the duties hereby required of them.

*Resolved*, That in all cases, before the Capital Stock or Bonded Debt of any railroad owned, leased, operated or controlled by the Pennsylvania Railroad Company, or of any railroads leased, operated or controlled by the officers of the Pennsylvania Company shall be increased, or guarantee the Bonds, or other indebtedness, or make any advances of money to or for any railroad or other corporation, or sell or loan any of the assets, or other property belonging to the Pennsylvania Railroad Company, or enter into or bargain for the lease, or to obtain the control of any railroad or other corporation, or permit the officers of the Pennsylvania Company to enter into or bargain for the lease, or obtain the control of any railroad or other corporation, or to sell or loan any of the assets or other property in their possession. The Board of Directors of the Pennsylvania Railroad Company, whenever they may deem it expedient to do or perform any of the acts herein enumerated, or permit the Officers of the Pennsylvania Company to do or perform any of such acts, shall, in each and all such cases, present to the Stockholders for their consideration and action, at their annual or special meeting called for any such purpose, a detailed and comprehensive statement, setting forth the necessity for and the advantages which are expected to be derived from the performance of any act herein set forth, either to the Pennsylvania Railroad Company or the railroads operated and controlled by the Officers of the said Pennsylvania Company.

*Resolved*, 1st, That the Directors of the Pennsylvania Railroad

Company are hereby requested to set forth in their future Annual Reports to the Stockholders the amount of the contingent fund, and what it consists of, whether in money or securities; also, the amount of the "net balance to credit of business" on hand, which said fund shall be yearly added to the net profits, and be kept as a special fund to meet any deficiency in the earnings of the Railroad to pay the usual dividend.

2d. Also, to give a detailed statement of the assets on hand at the time of making up such Report, with the cost and description of each class of security and their value, stating specifically whether interest paying or not, and the amount of yearly interest and dividend received from the same.

3d. Also a detailed statement of the charges under the head of general expenses, setting forth the number of officers and clerks employed in each of the several departments connected with the Company at the General Office, and the cost of each department, as well as the amount expended for printing and stationery, also incidental expenses.

4th. Also a more detailed statement of the amount charged as "bills and accounts payable, including dividends due stockholders unpaid," as well as amount of bills and accounts receivable, and amounts due from other roads.

5th. Also a statement of the receipts and expenses of each of the railroads controlled and operated by the officers of the Pennsylvania Company, and, in addition thereto, similar statements shall be made as required above with regard to the contingent fund, "net balance to credit of business," the assets, general expenses, and bills and accounts payable and receivable.

6th. Also a detailed statement of the receipts and expenses in conducting the business heretofore performed by the Union Trans-

portation Company, together with the names of the officers and clerks employed, their duties, and salary paid to each.

The Chairman decided that the first resolution of Mr. Earle would be in order, as an amendment to the first resolution of Mr. Stokes, after which the other resolutions could be submitted.

Mr. T. A. Scott expressed his views relative to the desirability of substituting the resolutions submitted by the Board of Directors for those presented by Mr. Stokes, whereupon Mr. Stokes remarked that, as courtesy and harmony demanded his acquiescence with the request of Mr. Scott, he cheerfully agreed to the proposed substitution.

Mr. T. A. Scott then moved to refer the resolutions of Mr. Stokes and all the resolutions of Mr. Earle to the Committee to be appointed by the Chairman.

Which was unanimously agreed to.

When, on motion, the resolutions attached to the Report of the Board of Directors were agreed to.

Mr. John Hulme offered the following resolutions:

1st. *Resolved*, That the Board of Directors, for the purpose of complying with the new Constitution of Pennsylvania (Art. 17, Sec. 2), shall keep open, for the inspection of any Stockholder or creditor, a book containing the name of every Stockholder, and the number of shares respectively held by each.

2d. *Resolved*, That at all elections for Directors of the Pennsylvania Railroad Company, the Board of Directors, and Managers are hereby instructed to comply with Art. 14, Sec. 4, of the new Constitution of Pennsylvania, which justly provides for the protection of the minority Stockholders by securing to them a minority representation in the Board by the cumulative system of voting.

3d. *Resolved*, That the Board of Directors of the Company be, and are, hereby directed to require from the President and Vice-Presidents, and all other salaried officers of the Company, their exclusive attention to the business affairs and interests of this Company, and that they shall not act as salaried officers of any other railroad, canal, navigation, improvement or construction company.

4th. *Resolved*, That the stock of the Pennsylvania Railroad Company held in the Sinking Fund of the Company, or any shares held in any other manner by the purchase of allotments, or in any other way, belonging to the Pennsylvania Railroad Company, shall not be voted at any election for Directors of the said Pennsylvania Railroad Company.

After a full explanation by Mr. Thomas A. Scott, Vice-President, as to the policy of the Company, in relation to the points referred to in the resolutions respectively, Mr. Hulme expressed himself as entirely satisfied, and withdrew his resolutions.

Mr. Hulme then offered the following resolution :

*Resolved*, That the names of all persons that may be put in nomination for Directors of the Pennsylvania Railroad, shall be published in not less than five of the largest daily newspapers of Philadelphia, for at least six days previous to the day of any election of such Directors, and the number of votes cast for each candidate shall be published in like manner immediately after the election.

Which was agreed to.

Mr. James Milliken offered the following resolution :

*Resolved*, That the President and Board of Directors be, and they are, hereby requested to take into consideration the expediency of granting increased facilities and accommodation to the manufactur-



ing interests, situate contiguous to the railroads owned and controlled by this Company within *the State of Pennsylvania*, and the State of New Jersey, and in the next annual report to state in what manner and to what extent it has been found practicable for this Company more directly to promote and encourage.

Mr. J. Loudon Snowden moved to lay the resolution on the table.

Which was agreed to.

On motion, the thanks of the meeting were tendered to Hon. Wm. S. Stokley, for the ability, dignity and impartiality with which he had presided.

Which was unanimously agreed to.

On motion, adjourned.

W. S. STOKLEY,  
*Chairman.*

JOS. LESLEY,  
*Secretary.*

# TWENTY-SEVENTH ANNUAL REPORT.

---

Office of the Pennsylvania Railroad Company,  
*Philadelphia, March 6th, 1874.*

To the Shareholders of the  
Pennsylvania Railroad Company.

The Directors submit the following report of the operation of this Company for the year ending the 31st of December last.

The revenues of the Company from its several investments, though curtailed to some extent by the effects of the financial panic upon the business of the country during the last three and a-half months of the year, have been very satisfactory, showing a *surplus net profit* for the year from your Main Line between Philadelphia and Pittsburgh after meeting operating expenses, interest, taxes and two semi-annual dividends, at the rate of ten per cent. per annum, of \$2,198,767 14, which amount is largely in excess of any deficiency that can occur in the operations of its leased lines and on account of its guarantees.

It is believed the net results for 1874 will show much more favorably, inasmuch as the extensive improvements which are being made to afford additional facilities for moving and handling, with economy and dispatch, the large increase of tonnage over your railroads, and at the terminal points, Pittsburgh, Philadelphia and Jersey City, will be substantially completed within a few months. A partial and satisfactory use of them was had during the closing months of 1873.

The net profits of the first month of this year upon the line between Jersey City and Pittsburgh exceed those of the corresponding month of last year four hundred and eighty-six thousand three hundred dollars, without any *material* increase in its gross revenues—a result mainly due to the saving effected through these increased facilities and the reduction of the price of materials and operating expenses.

The revenues and expenses of your Main Line, between Philadelphia and Pittsburgh, with its Branches, during 1873, were as follows:

From Passengers, - - - - -	\$4,169,141 97
" Emigrant Passengers, - - - - -	230,529 49
" Mails, - - - - -	158,287 50
" Express Matter, - - - - -	450,241 40
" General Freights, - - - - -	19,608,555 07
" Miscellaneous Sources, - - - - -	269,253 47
	<hr/> \$24,886,008 90

#### EXPENSES.

For Conducting Transportation, - - - - -	\$5,664,140 57
" Motive Power, - - - - -	4,223,530 53
" Maintenance of Cars, - - - - -	1,926,095 53
" Maintenance of Road, - - - - -	3,246,832 20
" General Expenses, - - - - -	379,706 33
	<hr/> \$15,440,305 16

Leaving net earnings in 1873, - - - - -	<hr/> \$9,445,703 74
---	----------------------

In the above cost of "Maintenance of Road," is included the difference in the price paid for steel rails to replace those of iron; amounting to 16,760 tons, or about \$670,000.

The net earnings Penna. R. R. for 1873, as above stated, were	\$9,445,703 74
" " " " " " 1872, were - - - - -	8,217,852 18
Showing increase in 1873 of - - - - -	<hr/> \$1,197,851 56

The total earnings of these works in 1873, were	-	-	-	\$24,886,008	90
And for 1872,	-	-	-	22,012,525	27
Showing the increase of gross earnings in 1873, of	-	-	-	\$2,873,483	63

Of the above earnings there were received from the 358 miles of Main Line :

In 1873, (\$62,314 $\frac{1}{10}$ per mile),	-	-	-	-	\$22,308,481	68
In 1872, (\$55,896 $\frac{1}{10}$ per mile)	-	-	-	-	20,010,818	80
Increase from the Main Line,	-	-	-	-	\$2,297,662	88

And from the Branch Lines, leased and owned—excepting the Philadelphia and Erie Railroad.

In 1873—511 miles in length,	-	-	-	-	\$2,577,527	22
In 1872—426 miles in length,	-	-	-	-	2,001,706	47
Increase from Branch Lines,	-	-	-	-	\$575,820	75

The earnings of Branch Lines operated by your Company in 1873, as already stated, were,

The expenses of operating them, including rents of the Leased Branches, were,	-	-	-	-	2,560,097	10
Showing a net direct profit in operating these lines of	-	-	-	-	\$17,430	12

The sources of revenue in 1873, compared with those of 1872, show the following figures :

	Decrease.	Increase.
From First Class Passengers,	-	\$147,129 17
“ Emigrant “	\$9,475 59	
“ General Freights,	-	2,751,663 66
“ Mails,	-	3,372 72
“ Express Matter,	-	614 05
“ Miscellaneous,	19,820 38	
Total net increase, as above stated,	-	\$2,873,483 63

The whole number of passengers carried in 1872 was 5,250,393, and in 1873, 5,879,684, an increase of 629,291, or  $11\frac{9}{100}$  per cent. The average distance travelled by each passenger was  $30\frac{1}{100}$  miles, being  $2\frac{3}{100}$  less than in 1872.

The number of tons of freight moved (including 787,560 tons of fuel and other materials for the Company's use) was 9,998,794 tons, embracing 4,527,501 tons of coal. It was last year 8,459,535 tons, showing an increase of 1,539,259 tons, or over  $18\frac{1}{100}$  per cent. The increase in coal tonnage over that of 1872 was 858,430 tons.

The actual cost of operating your Railroad, includ-

ing Branch Lines, in 1873 was	-	-	$62\frac{3}{100}$ per cent. of receipts.
Excluding Branch Lines, -	-	-	$57\frac{7}{100}$ " "

For more detailed statements of the receipts and expenses of your Main Line, the shareholders are referred to the full and satisfactory reports of the General Manager and the Controller.

The net earnings of the Pennsylvania Railroad, between Phil-

adelphia and Pittsburgh, as already stated, were	-	-	\$9,445,703 74
--	---	---	----------------

From which deduct two semi-annual dividends of

10 per cent. per annum,	-	-	\$5,918,140 00
-------------------------	---	---	----------------

Interest paid on Bonds of the

Company, floating debt, &c.,	\$2,739,178 45
------------------------------	----------------

Less interest and dividends re-

ceived from investments in

other lines, &c., - - -	\$2,372,107 64
-------------------------	----------------

*Leaving balance of interest account,	-	-	367,070 81
---------------------------------------	---	---	------------

Rent of Harrisburg and Lancaster Railroad,	132,651 46
--	------------

State Taxes, - - - -	-	-	369,074 33
----------------------	---	---	------------

\* It will be observed that after deducting the interest and dividends received, from the interest paid on bonds and floating debt of your Company, the amount required from the earnings to meet interest is only equal to six per cent. on \$6,000,000 of debt.

Instalments paid to the State of Pennsylvania on account of principal and interest of purchase of Main Line of Public Works, which has thus been reduced from \$7,500,000, the amount of original purchase, to \$5,401,675 41, all of which has been paid from net earnings of the Railway,				460,000 00	7,246,936 60
Leaving a surplus net profit for 1873, of				-	<u>\$2,198,767 14</u>

The earnings of the United Railroads of New Jersey and Branches, and the Philadelphia and Trenton Railroad, in all 276 miles of road, were in 1873 :

From Passengers,	-	-	-	-	-	\$4,660,122 37
" Freights,	-	-	-	-	-	3,398,231 39
" Express Matter,	-	-	-	-	-	271,865 20
" Mails,	-	-	-	-	-	49,511 07
" Miscellaneous Sources,	-	-	-	-	-	137,009 90
						<u>\$8,516,739 93</u>

## EXPENSES.

For Conducting Transportation,	-	-	-	-	-	\$3,233,910 93
" Motive Power,	-	-	-	-	-	1,687,376 75
" Maintenance of Cars,	-	-	-	-	-	434,890 38
" Maintenance of Road,	-	-	-	-	-	1,337,470 12
" General Expenses,	-	-	-	-	-	98,539 87
						<u>6,792,188 05</u>
Leaving net earnings in 1873,	-	-	-	-	-	<u>\$1,724,551 88</u>

The sources of revenue in 1873, compared with those of 1872, show the following increases and decrease :

	Increase.	Decrease.
Passengers,	\$86,809 85	
Freights,	134,937 53	
Express Matter,	35,310 25	
Mails,	1,026 07	
Miscellaneous,	-	\$7,570 57
Total net increase,	<u>\$250,513 13</u>	

The whole number of passengers carried in 1873 was 8,003,043, and in 1872, 7,580,795, an increase of 422,248, or nearly  $5\frac{2}{10}$  per cent.

The average distance travelled by each passenger was  $20\frac{2}{10}$  miles, being  $\frac{4}{10}$  of a mile less than in 1872.

The number of tons of freight moved (including 197,365 tons of fuel and other material for the Company's use) was 3,051,577 tons, embracing 415,940 tons of coal; it was last year 2,536,304 tons, showing an increase of 515,273 tons, or over  $20\frac{1}{10}$  per cent.

The actual cost of operating the United Railroads of New Jersey, including Branches, after deducting transit duties, rent of Connecting Railroad, and interest on property, and excluding Belvidere Division, in 1873, was  $74\frac{4}{10}$  per cent. of their receipts. The cost of moving freight on these Railroads in 1873, was within  $\frac{3}{10}$  of a mill per ton per mile of the whole amount received for the service, chiefly in consequence of the great expense of handling it, and the cost of ferriages.

On these lines, as well as on nearly all of the other lines worked by this Company, it appears that more passenger trains were run during 1873, for the accommodation of the public, than was justified by their receipts, and therefore these facilities have been to some extent reduced.

The additional tracks laid upon the line of the railway, to avoid detention in the movement of trains, and the increased terminal facilities provided to lessen the cost of handling freights, will it is hoped enable the New Jersey Lines to meet their rental in future out of their own earnings.

The earnings of the Belvidere Delaware Railroad, 68 miles, and the Flemington Branch, 12 miles, were in 1873:

From Passengers, - - - - -	\$195,220 62	
" Mails, - - - - -	5,758 98	
" Express Matter, - - - - -	3,974 07	
" General Freights, - - - - -	938,228 30	
" Miscellaneous Sources, - - - - -	5,040 79	
		<u>\$1,148,222 76</u>

**EXPENSES.**

For Conducting Transportation, - - -	\$248,956 40	
" Motive Power, - - - - -	210,289 27	
" Maintenance of Cars, - - - - -	73,686 60	
" Maintenance of Road, - - - - -	292,980 38	
		<u>825,912 65</u>
Showing a balance to credit of Belvidere Delaware Railroad, and Flemington Branch, for 1873, of - - - - -		<u>\$322,310 11</u>

The following statement gives the increase in business of the Belvidere Delaware Line for 1873 over 1872, including the first three months of 1872 during which time the road was operated by the Belvidere Delaware Railroad Company.

First <i>three</i> months, 1872, - - - - -	\$187,287 86	
Last <i>nine</i> " " - - - - -	664,393 18	
		<u>\$851,681 04</u>
Total for 1873, - - - - -		<u>1,148,222 76</u>
Total net increase, - - - - -		<u>\$296,541 72</u>

The whole number of passengers carried in 1873 was 397,153, and the average distance travelled by each passenger was 17 miles.

The number of tons of freight moved (including 26,753 tons of fuel and other materials for the Company's use) was 1,444,573 tons, embracing 1,224,528 tons of coal.



The actual cost of operating the Belvidere Delaware R. R., including the Flemington Branch, in 1873 was  $71\frac{9}{10}\%$  per cent. of its receipts.

No comparisons of tonnage and passengers are made with 1872, as the Pennsylvania Railroad Company did not assume the management of the Belvidere Delaware Railroad until the first of April of that year.

The earnings of the Philadelphia and Trenton Railroad and Branches 38 miles, and the United Railroads of New Jersey and Branches 238 miles, Belvidere Delaware Railroad 68 miles, and Flemington Branch 12 miles, and the Delaware and Raritan Canal 61 miles, including feeder, in 1873, were:

From United Railroads of New Jersey, -	\$8,516,739 93
" Belvidere Delaware Railroad and Flemington Branch - - - - -	1,148,222 76
	<u>\$9,664,962 69</u>
Delaware and Raritan Canal, - - -	1,590,100 12
Total earnings during 1873, - - -	<u>\$11,255,062 81</u>

#### EXPENSES.

Of the United Railroads of New Jersey, - -	\$6,792,188 05
" Belvidere Delaware Railroad and Flemington Branch, including net earnings (\$322,310 11), - - - - -	1,148,222 76
" Delaware and Raritan Canal, - -	883,321 46
	<u>\$8,823,732 27</u>
Total net earnings of railroads and canals in 1873, - -	<u>\$2,431,330 54</u>
Interest on bonds of United Railroad Co, \$1,168,570 24	
Dividends to shareholders, - - -	1,948,450 00
	<u>3,117,020 24</u>
Making the rental - - - - -	3,117,020 24
Less net earnings of railroads and canals in 1873, as above,	<u>2,431,330 54</u>
Showing a loss on the New Jersey Railroads and Canals of	<u>\$685,689 70</u>

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The net profit of the Pennsylvania Railroad after paying		
interest and dividends, &c., as before stated, was	-	\$2,198,767 14
From which deduct loss on New Jersey Railroads, -	-	685,689 70
		<hr/>
Leaving as surplus net profits on the whole line from		
New York to Pittsburg, after providing for a 10 per		
cent. dividend, and interest, &c., - - - -		\$1,513,077 44
		<hr/>

The New Jersey Lines it is believed, after 1873, will show but little, if any, loss in working them, the large expenditures made to lessen the cost of moving and handling freights upon them being now nearly completed. In consequence of the want of these facilities, the expenses of the freight department in 1873 very nearly equalled its receipts, leaving a margin of profit of *but*  $\frac{32}{100}$  of a mill per ton per mile.

The bridge recently placed by the New Jersey Central Railroad Company across the Raritan at Amboy, which now seriously impairs the free navigation of that river as granted by the State of New Jersey to the Delaware and Raritan Canal Company, threatens to still more seriously interfere hereafter with the business of this great National highway, which forms an important part of the only *internal water avenue* of commerce between the Seaboard cities. The Pennsylvania Railroad Company has endeavored to obtain from that Company a modification of the plan of their bridge, so as to remove this difficulty, but as yet without success. As at present located and constructed it largely increases the risks of navigating that stream, and the expense of the towage of all boats and vessels passing it.\* Its interruption there-

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\* The tonnage delivered by this canal into the Raritan River exceeds that delivered by the Erie Canal into the Hudson River, and equals that of the foreign trade of New York, both in American and foreign vessels passing out at Sandy Hook.

fore, even to a small extent, is of very grave importance to the whole country. Negotiations are now pending with the New Jersey Central Railroad Company to alter this bridge, so as to lessen the evil. These negotiations, if successful, will result in the withdrawal of the suit now before the Supreme Court of the United States, for the abatement of an obstruction to navigation placed across this river, only for the purpose of accommodating travel between New York and a watering place at Long Branch, already amply provided with facilities of communication not excelled by those offered by this new line.

The earnings of the Delaware and Raritan Canal in 1873, on 44 miles of canal and 17 miles of feeder, were:

From Tolls, - - - - -	\$1,047,350 43	
" Steam Towing, - - - - -	518,997 38	
" Miscellaneous, - - - - -	23,752 31	\$1,590,100 12

#### EXPENSES.

For Maintenance of Canal, - - - - -	\$188,139 67	
" Canal operation, including drawbacks of \$70,108 75, - - - - -	241,393 29	
For Steam Towing account, - - - - -	450,788 50	\$883,321 46
Leaving net earnings in 1873, of - - - - -		<u>\$706,778 66</u>
Being an increase in net earnings over 1872, of - - - - -		<u><u>\$198,210 91</u></u>

The number of tons of freight moved was 2,754,837 $\frac{638}{2246}$ , embracing 1,977,105 tons of coal. It was last year 2,837,532 $\frac{1246}{2246}$  tons, showing a decrease of 82,695 $\frac{1246}{2246}$  tons, or 2 $\frac{9}{10}$  per cent.

Notwithstanding the increased cost of towage by reason of the obstruction of the bridge across the Raritan, the average cost of moving freight was  $\frac{677}{1000}$  of a cent per ton per mile, and for 1872  $\frac{739}{1000}$  of a cent per ton per mile, showing a decrease of  $\frac{62}{1000}$  of a

cent per ton per mile. The actual cost of operating your canal was  $55\frac{5}{100}$  per cent. of its receipts.

This canal is capable of accommodating a much larger tonnage than now passes through it without further outlays for construction, and this traffic must continue to grow with the population and wealth of the whole seaboard, if not interfered with by the obstructions referred to.

Its business has been well systematized by its General Superintendent, I. J. Wistar, and is now conducted with much economy and promptness.

The earnings of the Philadelphia and Erie Railroad in 1873 were:

From Passengers, - - - - -	\$632,620 30
" Freights, - - - - -	3,042,806 00
" Express matter, - - - - -	41,189 10
" Mails, - - - - -	30,748 41
" Miscellaneous sources, - - - - -	94,703 39
Total (nearly \$13,340, $\frac{11}{100}$ per mile of road),	\$3,842,067 20

The operating expenses during same period were:

For Conducting Transportation, - - - - -	\$872,256 99
" Motive Power, - - - - -	962,781 49
" Maintenance of Cars, - - - - -	398,390 03
" Maintenance of Road, - - - - -	1,179,882 33
	3,413,310 84

Showing balance to the credit of P. & E. R. R. Co., of - - \$428,756 36

The sources of revenue in 1873, compared with those of 1872, show the following increases and decreases:

	Increase.	Decrease.
Passengers, - - - - -		\$14,653 79
Freights, - - - - -		134,742 92
Express Matter, - - - - -		3,728 77
Mails, - - - - -	\$3,175 21	
Miscellaneous, - - - - -	11,264 60	
Total net Decrease, - - - - -		\$138,685 67

The whole number of passengers carried in 1872 was 839,793, and in 1873, 777,273, a decrease of 62,520, or nearly 8 per cent.

The average distance travelled by each passenger was 26 miles, being  $1\frac{57}{100}$  miles more than in 1872.

The number of tons of freight moved (including 191,988 tons of fuel and other materials for the Company's use) was 2,356,234, embracing 959,259 tons of coal. It was last year 2,211,269 tons, including fuel and other materials for Company's use, showing an increase of 144,965 tons, or over  $6\frac{5}{10}$  per cent.

The actual cost of working the Philadelphia and Erie Railroad in 1873 was  $88\frac{84}{100}$  per cent. of its receipts; but for the panic of September last, the results of the operation of this Line would have been about the same as last year. The country at present drained by the Philadelphia & Erie Railroad has a very limited local traffic, except in lumber, and the demand for this seemed to cease with the commencement of the late financial panic; and as the country traversed is poor, it purchases supplies only for its immediate wants and, therefore, the consumption of merchandise fell off to the lowest point, and has not since revived. Another reason for the falling off in the gross receipts, is the decrease in the oil trade, consequent upon the change that has occurred in the oil producing territories of the region near Titusville and Tidioute, which have ceased to yield up to their former production and to the discoveries of the new oil territories near Brady's Bend on the Allegheny River, and in Butler County, from which the largest shipments are now obtained. These centres of production are about one hundred miles distant from the line of the Philadelphia and Erie Railroad, and the greater part of the oil produced there is thus thrown upon the Western Pennsylvania Railroad, which connects with the Main Line of your Railroad at Blairsville. The opening of the "Low Grade

Road" in May next, will restore a share of this traffic to the Philadelphia and Erie Road, at the Bennett's Branch Junction, giving to it about 120 miles of transportation.

The causes that lead to the unsatisfactory result of this Line were pretty fully stated in our last annual report, and may all be summed up in the fact that it is located where there is not sufficient local traffic to justify its construction. Had it followed the line of the "Low Grade Road," from the confluence of Bennett's Branch of the Susquehanna River to Brookville, and by the most direct route to Franklin, and thence to Erie, it would have traversed a country abounding in coal, iron ore and oil, the conveyance of which would have made it a profitable enterprise. But the Directors, tempted by small subscriptions to its shares at Ridgeway and Warren, passed the line through these points, thus traversing coal fields of lesser importance, and a country yielding up to this time very little local traffic, excepting in lumber.

The early completion of the Bennett's Branch Railroad, (Low Grade Road) from a connection with the Allegheny Valley Railroad to Driftwood, and the road now completed from Emporium to Buffalo, will bring in the course of time a considerable increase to the traffic of the eastern part of the Philadelphia and Erie Railroad, and will, no doubt, add materially to its revenues; but the development of the business on these new lines must necessarily be of slow growth, so that immediate and important results must not be expected. Indeed, the shareholders of that Company can only rely upon the gradual development of the local business of the line and its connections to make their property remunerative, the through traffic having necessarily to be carried at rates which can never be very profitable, and which are at all times liable to be forced down to, or below, the actual cost of transportation by the competition of rival lines.

The following table shows the average earnings from freight and passenger traffic, and the cost of moving it per net ton and per passenger per mile on each of the railways worked by the Pennsylvania Railroad Company.

Name of Railroad.	Average cost of transporting each passenger per mile.	Average earnings from each passenger per mile.	Profit and loss on each passenger per mile.	Average cost of transporting each ton of freight per mile.	Average earnings of transporting each ton of freight per mile.	Average profit on transporting each ton.	Length of Railroad.
Pennsylvania R. R. & Br...	2 <sup>01</sup> / <sub>100</sub>	2 <sup>44</sup> / <sub>100</sub>	P 0 <sup>47</sup> / <sub>100</sub>	0 <sup>57</sup> / <sub>1000</sub>	1 <sup>11</sup> / <sub>1000</sub>	0 <sup>55</sup> / <sub>1000</sub>	869
New Jersey Lines.....	1 <sup>74</sup> / <sub>100</sub>	2 <sup>78</sup> / <sub>100</sub>	P 1 <sup>00</sup> / <sub>100</sub>	2 <sup>23</sup> / <sub>1000</sub>	2 <sup>65</sup> / <sub>1000</sub>	0 <sup>42</sup> / <sub>1000</sub>	276
Belvidere Delaware.....	2 <sup>93</sup> / <sub>100</sub>	2 <sup>88</sup> / <sub>100</sub>	L 0 <sup>05</sup> / <sub>100</sub>	0 <sup>92</sup> / <sub>1000</sub>	1 <sup>38</sup> / <sub>1000</sub>	0 <sup>46</sup> / <sub>1000</sub>	80
Philadelphia and Erie.....	3 <sup>09</sup> / <sub>1000</sub>	3 <sup>12</sup> / <sub>1000</sub>	L 0 <sup>66</sup> / <sub>1000</sub>	0 <sup>85</sup> / <sub>1000</sub>	1 <sup>18</sup> / <sub>1000</sub>	0 <sup>30</sup> / <sub>1000</sub>	238

### CANALS.

The Pennsylvania Canal (of the capital stock of this Company, the Pennsylvania Railroad Company hold 70,231 shares, of \$50 each, out of a total capital of 89,143 shares) is formed of what is now termed its Main Line from Columbia to Wilkesbarre, 151 miles in length, with a Branch from Northumberland to Lockhaven on the west-branch of the Susquehanna River, 71 miles, and a Branch to Williamsburg from the mouth of the Juniata River, 113 miles, making in all 347 miles of canal, including the Wisconsin feeder, twelve miles in length, purchased of the Wisconsin Canal Company.

These works were originally built by the State of Pennsylvania. That portion between Columbia and Williamsburg, 159 miles, becoming the property of this Company by purchase from the State

for the sum of \$1,000,000, its estimated value compared with the payment to be made (\$7,500,000) for the whole Main Line of Public Works from Philadelphia to Pittsburgh.

The other portions of this Canal were obtained by purchase, and consolidation with other companies, that the whole might be worked as one system.

It soon became evident after its purchase, that this Canal, originally built for a depth of four feet of water, but which had, from neglect, become less than three feet, would have to be enlarged to six feet in depth, to enable it to compete, in any degree, with the railways penetrating the same territory.

With this view, its enlargement between Columbia and Wilkesbarre was commenced, and is now substantially completed. It was not deemed expedient to enlarge the Branches until it could be practically demonstrated that such an enlargement would prove a financial success. The Branch Canals have been restored to their original dimensions, and now meet their expenses. The net profits of all of these canals for 1873, after paying interest upon their debt, was \$147,580, all of which has been invested in canal boats. This result is due to the fact, not only of the small amount of present capital as compared with their original cost, but that the canals and railroads are managed under an arrangement by which they both obtain reasonable rates for the transportation of the traffic passing over them. The revenues of these canals in 1874, it is believed, will considerably exceed those of 1873, and the net results will then be fairly shown, as directions have been given to close the construction account, and charge all outlays in future to expense account. No further enlargement of these canals will be undertaken, until it has been fully ascertained that their increased dimensions will enable them to compete in economy of transit with your Railroads.



### COAL LANDS AND COAL TRANSPORTATION.

The Policy of the State of Pennsylvania has led to the absorption, either directly or indirectly, of nearly all of the best anthracite coal properties in the State, by all of the *carrying companies* leading from that coal region to the seaboard. Whether this policy will prove to be for the best interests of the State, or otherwise, time alone can demonstrate. These purchases were being quietly but rapidly made by other railway companies, and they threatened to take from the works of the Pennsylvania Railroad Company all of this coal traffic, for the accommodation of which your canals on the Susquehanna were originally built by the State, and if fully consummated would have left these works upon your hands as dead investments. To prevent such a result, and to retain some of this traffic for its railroads, the Pennsylvania Railroad Company was compelled to follow the example of other railroad companies, by securing, in the vicinity of its lines, the control of coal lands that would continue to supply transportation for them. With that object in view, this Company obtained control of the amount of lands mentioned in the following table, which also shows their cost to the *Pennsylvania Railroad Company*, and the estimated present value of *their* interest therein.

	No. of acres.	Cost to P. R. R. Co., including development.	Present estima- ted value of P. R. Co.'s interest.
In Wilkesbarré Coal Region.....	5,823	\$1,000,000	\$1,500,000
In Hazleton Coal Region.....	2,119	270,000	800,000
In Shamokin Coal Region.....	7,808	1,092,574	1,750,000
In Lykens' Valley Coal Region.....	12,300	1,495,000	6,000,000
Totals.....	28,050	\$3,857,574	\$10,050,000

All these coal fields have connection with tide-water, over both your Railroads and Canals, and they will be worked to an extent that will insure fair profits upon the investments, and at the same time continue a supply of tonnage for your works at remunerative rates of freights. The coal from the Lykens Valley region commands the highest price of any of the coals of this State, and the product has not, heretofore, been equal to the demand.

The bituminous coal fields of Pennsylvania are traversed by your Railroad from a point a few miles west of Altoona to Pittsburg, a distance of over 100 miles, and from the west branch of the Susquehanna River to the Maryland line. North of the west branch of the Susquehanna, up nearly to the State of New York, bituminous coal of good quality exists, but the deposits are of moderate thickness, and except where the market is near are not worked to a large extent. These coal fields on the line of your Railroads are already penetrated by several Branches from the main stem, bringing to it a large and increasing tonnage, and the mines upon them are capable of a development that can meet any demands that the market will require. The bituminous coals of this region have only within the past fifteen years sought an Eastern market, owing to the nearness of the anthracite region; but the yearly increase in the cost of mining anthracite coals, and the large amount of capital required to work them with economy, have gradually brought the price of this variety of coal to a point which compels the introduction of the bituminous coals for consumption in the East, to a very large extent, particularly for gas and steam purposes and for the manufacture of iron. This demand at the Seaboard has also been still further stimulated by the rapid advance during the last few years in the price of English coals, which have heretofore monopolized the West India and South America markets.

To supply this increasing demand, we have not only the coal fields traversed by your Main Line, but also that just being opened to market by the "Low Grade Road" in Jefferson County, where the deposits are of great thickness, and the coals of a superior quality. This coal field is also accessible to the Lake Region, where in time, the demand for it must become very great. The transportation of coal, from this field to tide-water and the markets of the East, will not encounter an ascending gradient exceeding sixteen feet per mile, and this only for a short distance.

The bituminous coal transported on your Main Line, notwithstanding the short time since it has sought an Eastern market, reached in 1873 the large amount of 3,353,541 tons, exclusive of that used by the Company for its own consumption.

The total anthracite tonnage transported during the year upon your Main Line was 1,173,960 tons, and on your Canals 1,542,125 tons.

The carriage of this product is much larger than of the agricultural products of the West, and the profit derived from it quite as great per ton per mile.

#### GENERAL REMARKS.

An unusual amount of public attention has been directed during the past year to the charges for transportation made upon the different channels of conveyance between the East and the West, particularly in reference to those upon agricultural products, and various remedies have been proposed to cure what has been termed a serious evil, which in fact has no existence, at least between the great commercial centres of the West and the Seaboard, as we shall presently demonstrate.

A close examination of the accounts of this Company will show, that its charges for freight upon agricultural products scarcely bear the expenses of transportation, and on many items

the charges for transportation are below actual cost, leaving for the conveyance of the aggregate tonnage of agricultural products, little or no profit to the Railroad Company; this is largely due to the irregularity of its movement, and the comparatively small amount of back loading obtained, as four-fifths of the cars return empty. The profits of the Company from this source are almost wholly derived from the transportation at higher rates of the valuable articles, which the sale of these products enables the merchants and farmers to purchase in the East for consumption at home. If the shareholders of the Eastern Trunk Lines relied upon the direct profits from the carriage of agricultural products for dividends, they would be disappointed in their expectations. One of the complaints against railway companies by the advocates of cheap transportation, is, that the railway capital of the country has been "watered," that is, increased by the issue of shares not represented by any expenditures upon their railways. This does not apply to the administration of the Pennsylvania Railroad Company; on the contrary, a very large amount of its net revenues have been applied to construction account. Notwithstanding the heavy charges that have been made from net revenue from time to time to expense account, the cost of transporting freight, by reason of the increased quantity now moved, and the improvements made in the railway and rolling stock of the Company, has been reduced from  $1\frac{87}{100}$  cents per ton per mile in 1864 to  $\frac{857}{1000}$  of a cent in 1873, from which it will be perceived that the cost of movement in 1864 was 118 per cent. greater than it was in 1873. The whole benefit of this reduction has been given to the public in reduced rates upon transportation, which have likewise fallen from an average charge in 1864 of  $2\frac{4}{100}$  cents per ton per mile to  $1\frac{41}{100}$  cents in 1873.

The reduction in the cost of transportation has now nearly reached

its limit, unless there should be a material fall in the price of labor and materials, which is not anticipated or desired by railway companies, as their prosperity is mainly due to the prosperity of all classes of the community.

The facilities for transportation between the East and West are now in excess of the demands of the public, and the construction of any additional avenues for through traffic would, from the causes already stated, rather tend to increase the cost of moving freight than otherwise, and no new avenue could be built at this time that would not greatly exceed, in actual cost of construction, those now in existence, in consequence of the advance in price of labor and materials.

To reduce the cost of transportation from the West, the attention of the public has been called to the construction of new canals between the East and West, but owing to the great cost of such works and the large amount of lockage required to overcome the intervening summits, no canal can be constructed upon the routes proposed, at any point, between the New York Canal and the water route of the Mississippi River itself, that could compete in rates of freight with the railways already built. The effort to do so was made by the State of Pennsylvania, and proved a failure. Even the New York canals, with their comparatively small amount of lockage and enlarged dimensions, viewed as a *direct investment* of capital, are now profitless to their owners. The shareholders of the Schuylkill Navigation Company, a complete and enlarged enterprise, were compelled by railway competition to lease their canal to the Reading Railroad Company on very low terms, to save for themselves even a very small interest upon their capital invested. Railway shareholders have therefore, nothing to fear from this threatened rivalry, and no party can lose by their construction except those who may invest their money in such enterprises.

Experience seems to have developed the fact that no system of canals can now be worked profitably at their original cost in competition with railways, unless they are located like the Chesapeake and Delaware, and Delaware and Raritan Canals, connecting navigable rivers, and between great commercial centres.

The process of "watering" railway stocks—so much complained of by the public, is not usual; even the increase of shares made by the New York Central Railroad Company so frequently alluded to, was made upon the principle adopted by every merchant at the end of the year if his stock of merchandize on hand has materially advanced in value, and such was the case with the real estate of that Company, exclusive of the large additions to, and therefore enhanced value of, its works, paid for out of the net profits of the railway.

The Pennsylvania Railroad Company as already shown has pursued a different policy, giving to its shareholders liberal dividends from the *date of the commencement* of the surveys for the enterprise, passing only one semi-annual dividend of 3 per cent. during the prevalence of the financial panic of 1857, until the present time.

The Baltimore and Ohio Railroad Company, from the necessity of applying their whole net revenues to the construction of their railway, and not from choice, pursued for many years a still more conservative policy, having paid the shareholders of its Main Line dividends averaging only  $\frac{3}{4}$  of one per cent. per annum, or in the aggregate only amounting to six per cent. for the first twenty years of its existence—an amount just equal to the payments by this Company in dividends during the first year of its organization.

For the following six years the Baltimore and Ohio Railroad Company paid to the shareholders of its Main Line, dividends averaging  $\frac{3}{4}$  of one per cent. per annum, amounting in the aggregate to but  $4\frac{1}{2}$  per cent. for the entire period of six years—while the share-

holders of the Pennsylvania Railroad Company received for the same period 36 per cent. from the profits of the line, and on the completion of the railroad to Pittsburgh with a single track, there was left from the net profits of the railroad \$287,431 41, which amount, under the provisions of its charter, was credited to the cost of construction, thus reducing to that extent the capital of the Company. From 1853, when your line was opened to Pittsburgh, up to 1873—twenty years, the dividends of the Pennsylvania Railroad Company have averaged  $9\frac{9}{10}$  per cent. per annum; the total dividends of the Company from its organization, to the first of January of this year having been 234 per cent.

The unsatisfactory financial condition of many of the Western railway companies is mainly due to the construction of their lines in advance of the requirements of the country, many of them having been built as rivals to other lines where the traffic was scarcely sufficient for one.

The surplus income of this Company has gradually accumulated to an amount which, after charging the whole expenditure made by it in connection with the Southern Railway Security Company, and other investments of doubtful value, to profit and loss, as we did after the panic of 1857, with a similar investment made in the Cincinnati and Marietta Railway, leaves still standing to the credit of income account the large sum of \$8,842,563 43, all of which is represented by disbursements on your Railroad and its connections.

Since the civil war the investments made by northern capitalists in railways of the Atlantic slope of the Southern States have generally proved disastrous, chiefly from the financial exhaustion of this region and its slow recuperation. The gradual accumulation of new capital among themselves promises hereafter a period of greater prosperity.

Though the whole of the expenditure by this Company in connec-

tion with the Southern Railway Security Company has been charged to profit and loss, and carried to the suspense account, it is believed that it will in time yield some favorable return, and bring traffic of some value to the lines controlled by this Company, for the benefit of which this expenditure was originally undertaken.

The last annual report of your Directors gave for the first time, a statement that exhibited the full net profits of the Company, nothing having been charged to expenses that was properly due to construction account, except probably the difference between the cost of steel and iron rails. This was done as then stated, for the purpose of enabling the shareholder to determine for himself the value of his shares. The net profits of the Company were therein shown to have been over 15 per cent.

The surplus, after paying 10 per cent. per annum dividends amounting to \$2,395,423, was credited to profit and loss. Notwithstanding this explicit statement of our net revenues for 1872, and the assurance from time to time that the business of the Company for 1873 was satisfactory in its results, your shares at the close of the year became needlessly depressed in price. Its depression below the price of the shares of other leading railway companies of this State does not seem to be justified by the present condition and future prospects of this Company.

The obligations of this Company for rentals and guarantees of leases on account of the lines now operated by the Pennsylvania Company west of Pittsburgh, as will be seen by the statement appended to the Treasurer's report, have all been met from the net revenues of the lines, except the sum of \$399,244 98, and this has been provided by the Pennsylvania Company out of its other resources, and is, consequently, not a charge upon the revenues of this Company.

These lines control and deliver to and distribute from our Main



Line a large amount of through traffic, which, though the margin of profit on it per ton and per passenger is small, adds materially to the net profits of this Company. These profits have also enabled the Pennsylvania Railroad Company to reduce the charges for transportation of local traffic within the State of Pennsylvania, to their present low standard.

The lines east of Pittsburgh, for which interest and rentals have been guaranteed by this Company, except the New Jersey Lines (deducted elsewhere from the receipts of the Main Line), have all met and paid their own liabilities, except those set forth in the tabular statement attached to the Treasurer's Report, amounting in the aggregate to \$1,163,749 87, from which deduct the surplus accruing to the credit of the Western Pennsylvania Railroad Company, \$240,968 77, leaving a balance of \$922,781.10, which sum has been advanced by this Company. The respective companies are charged with the amounts advanced for them, to be repaid out of their earnings and other resources. The shareholders will understand that in each of these cases where advances have been made, the companies are controlled by this Company, under leases or otherwise.

Accompanying the Treasurer's Report will be found a detailed list of the bonds and stocks owned by this Company, many of which were purchased during the past twenty years, and are now held to control the respective Lines, aggregating, at their par value, \$73,594,440, which cost this Company \$52,692,419.09, on which cost they are now paying into the treasury of this Company over four per cent. per annum.

Some of these securities are not now paying interest or dividends, but it is believed, as the lines are developed, they will become sufficiently profitable to make all these investments pay an average of over six per cent. per annum on their cost.

This Company, in addition thereto, will always enjoy the control of the traffic of these lines, which, each year, under prudent management, must become more valuable.

In creating the consolidated mortgage, authorized by the shareholders at their last meeting, the assets of the old Sinking Fund's and other assets, which represent nearly all of the securities above referred to, were placed in a trust fund to further secure the bonds that may be issued under that mortgage, of which Wistar Morris, Josiah Bacon and Edmund Smith were made Trustees.

The financial wants of the Company for 1873, it was believed, were fully provided for and in due season, and the provisions made for them would have been ample to meet all demands upon the treasury of this Company, including the November dividend, but for the unexpectedly large requirements made upon us to sustain the credit of our connecting lines, and enable them to pay for outlays necessary to accommodate their increasing tonnage.

Rather than pay the exorbitant rates then demanded for money, or adopt the alternative, as was done during the panic of 1857, of passing the dividend, the Board deemed it best to meet the question by an issue of interest-bearing scrip, payable in fifteen months—which action seems to have given general satisfaction to the shareholders; of this scrip \$754,600 00 has already been redeemed, and more will continue to be absorbed in the payment of instalments due upon subscriptions to our stock.

It may also be mentioned, that in consequence of the financial panic, the amount derived from the sale of exchange was not as great as anticipated, and receipts from the sale of our bonds in Europe were reduced to that extent.

The following statement will show the amount of money received from subscriptions to the capital stock of this Company, and from the sale of its bonds,

&c., during the year 1873; also, the accounts to which the money thus received has been applied:—

It will be seen, from the Treasurer's statement annexed, that the General

Account for 1873, shows a total of	-	-	\$140,725,637
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do 1872, do	-	-	116,658,821
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An increase in the year 1873 of	-	-	-	\$24,066,813
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On the debit side of the account this increase is made up of—

Increase in capital stock,	-	-	-	\$14,872,538
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Bonded debt,	-	-	-	8,073,476
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Bills payable,	-	-	-	898,551
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Securities New Jersey Companies,	-	-	-	257,000
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Accounts payable,	-	-	-	41,839
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\$24,143,404

Decrease in profit and loss,	-	-	-	76,591
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\$24,066,813

On the credit side of the account this increase is made up of—

Increase in construction of third track, sidings, machine & car shops, passenger & freight stations, &c.,	\$1,300,387
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Increase in equipment, 155 locomotives, 49 passenger cars, 2533 freight cars, and 40 road cars,	-	-	4,179,159
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Increase in real estate purchased,	-	-	477,887
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" construction on the extension from West Philadelphia to the Delaware River,	-	176,516
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Increase in bonds and stocks purchased of other companies in which this Company owns a majority of capital stock, to enable them to complete their works and extend their facilities,	-	-	7,351,165
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Increase in securities New Jersey Co.'s,	-	-	257,000
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Increase in fuel and materials for the operations of the Pennsylvania, Philadelphia and Erie, and New Jersey Railroads,	-	-	-	388,141
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*Increase in bills and accounts receivable, consisting			
mainly of advances to railroad companies in which			
this Company has a controlling interest, - -			
		8,141,428	
Increase in balance in hands of agents, - -		877,867	
Increase in balance in hands of Treasurer, - -		917,265	
			<hr/>
			\$24,066,813
			<hr/>

As the equipment of your Railroad and connecting lines controlled by this Company, is now nearly sufficient to meet the demands of their traffic, similar outlays will be quite light for some years to come.

The Board has no apprehensions as to the future value of your property. The rapid increase of its local tonnage and its assured connections with all of the important commercial centres of the West, have demanded from the Company a large increase of capital to furnish facilities for moving its present heavy and increasing traffic, without which the *existing and increasing tonnage could not have been moved with economy or dispatch.*

The amount required has been unexpectedly large, but its expenditure could not have been avoided. These facilities, when completed, it is believed will be sufficient, with but small additions, to meet the requirements of the public for several years.

In consequence of the depressed financial condition of the country, which affected seriously the traffic of your Railroad, it became necessary to reduce expenses of every kind, and in so doing, to make a reduction of ten per cent. in the salaries and wages of every person in the service of the Company. The necessity for this movement was so thoroughly appreciated and kindly met by all our

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\*The above item includes advances to the United Railroad Company of New Jersey, the Philadelphia and Erie Railroad Company, and other lines, for permanent improvements—large portions of which have been settled since 1st January, and other portions are well secured by collateral and otherwise.

officers and employes, that the Board now desire to make to them this acknowledgment, and express the hope that the condition of the country and the business of the Company will, at an early day, warrant a return to better rates.

In conclusion, the Board take great pleasure in renewing their acknowledgment of the efficient manner in which the business of the Company has been conducted by A. J. Cassatt, General Manager, and by the officers and employees generally during the past year, and they beg leave to submit for your consideration and action the accompanying preamble and resolutions.

By order of the Board,

J. EDGAR THOMSON,

*President.*

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WHEREAS, a desire has been expressed by many shareholders, that a Committee should be appointed by this meeting to examine all the property of the Company, and prepare a full exhibit of its real value.

AND WHEREAS, the management of the Company desire, in order to meet the views of shareholders, that a Committee of shareholders be appointed to investigate the condition of the Company in every respect ; therefore be it

*Resolved*, That the report of the Board of Directors, as just read, be printed in pamphlet form for the information of the shareholders, and that a Committee of seven shareholders of the Company, entirely disconnected from its management and operation, be appointed by the Chairman of this meeting, and by him be requested to serve as a Committee to examine the report, and examine into the condition of the Company ; to make an appraisalment of the value of the roads, shops, machinery, real estate, depots, bonds, stocks and all other assets

of the Company; also to examine into the liabilities and obligations of the Company, including all its guarantees for other lines, with the sources of revenue to meet the same; also its contracts and relations with other companies and parties of every kind; and to report the results of this examination to the shareholders in such form as said committee may deem most advisable for the interest and information of the shareholders, either by printed report for distribution, or at their option, by calling a meeting of the shareholders to present their report, giving thirty days' notice of such meeting by advertising in the usual form.

*Resolved*, That the President, Directors and Officers of the Company be requested to furnish such Committee with all needful information and facilities, to enable them to accomplish the object of their appointment.

*Resolved*, That the Chairman of this meeting be requested to appoint a Committee of seven shareholders of this Company, to recommend, after conferring with the President, ticket for Directors, to be voted by the shareholders at the next annual election—as directed by the existing resolution adopted by the shareholders, February 1, 1858.

*Resolved*, That in the event of any of the shareholders declining, or being unable to serve on either of the foregoing Committees, His Honor the Mayor of the City of Philadelphia, as Chairman of this meeting, be authorized and requested to fill such vacancies by the appointment of other shareholders of this Company, who may be in like manner entirely disconnected from its management and operation.



# GENERAL ACCOUNT.

**Cr.**

By Balance standing on Books of the Company for the Construction of the Railroad between Harrisburg and Pittsburgh, including Branches to Indiana and Hollidaysburg (in all 276 miles); also for the cost of Stations, Warehouses, Shops, and Shop Machinery, on the whole Road from Philadelphia to Pittsburg \$19,610,223 81			
" Balance standing on the Books of the Company for the purchase of the Phila. & Columbia R. R.....	5,375,733	43	
" Balance standing to debit of Equipment of Road consisting of 878 Locomotives, 385 Passenger Cars, 136 Baggage, Mail, and Express Cars, 16,282 Freight Cars, and 1,307 Road Cars.....	15,333,714	44	
" Cost of Real Estate of Company and Telegraph Line	6,563,618	68	
" Extension of Pennsylvania Railroad to the Delaware River, including Wharves and Grain Elevator...	1,688,517	82	
Total amount charged to Construction, Equipment, and Real Estate Accounts for the Railroad between Philadelphia and Pittsburgh, comprising 994 miles of single track, including Sidings, Stations, Warehouses, Shops, and Shop Machinery, which cost in Cash exceeding \$50,000,000, with Rolling Stock estimated to be worth in Cash \$20,000,000; also, the Real Estate of a present estimated value of \$12,000,000, and amounting in all to over \$82,000,000.....	\$48,571,808		18
OTHER ASSETS.			
By Amount of Bonds of Railroad Corporations.....	\$20,165,198	23	
" " Capital Stock of Railroad Corporations.	30,284,120	86	
" " Bonds of Municipal Corporations, and investments not otherwise enumerated.....	243,100	00	
" Cost of Bonds representing Contingent Fund.....	2,000,000	00	
Total cost of Bonds and Stocks belonging to the Company.....	52,692,419		09
By Appraised value of Securities owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....	4,322,225		25
" Amount of Fuel and Materials on hand for repairs to Locomotives, Cars, and Maintenance of Way, for the Pennsylvania Railroad, United New Jersey Railroad and Canal, and The Philadelphia & Erie Railroad.....	4,788,647		85
" Amount of Bills and Accounts Receivable and amount due from other Roads, including amount due from the Philadelphia & Erie Railroad Company, and from the United New Jersey Railroad and Canal Company for permanent improvements, as well as for expenditures on the Harsimus Cove Property at Jersey City; also, for purchase of Anthracite Coal properties and advances made to Railroad Corporations, including purchases of equipment in use on some of these lines.....	25,979,087		14
" Balance in hands of Agents.....	2,058,862		05
" Balance in hands of Treasurer.....	2,312,587		21
	\$140,725,636		77



# LIST OF BONDS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 31, 1873.

NAMES OF SECURITY.	No. of Bonds.		PAR.
Allegheny County Bonds, "Pennsylvania R. R. Loan," 6 per cent.....	{ 8	\$1,000	\$ 8,500
Allegheny County Bonds, "P. & S. Loan," 6 per cent.....	{ 1	500	
Alexandria & Fredericksburg Railway 1st Mtge. Bonds, 7 per cent. gold.....	2	1,000	2,000
Allegheny Valley R. R. 1st Mtge. Bonds, 7 per cent.....	512	1,000	512,000
Bald Eagle Valley 1st Mtge. Bonds, 6 per cent.....	3,959	1,000	3,959,000
Bald Eagle Valley 2d Mtge. Bonds, 7 per cent.....	{ 46	100	29,100
Bedford and Bridgeport R. R. 1st Mtge. Bonds, 7 per cent...	{ 3	500	
Central Stock Yard & Transit Co., 7 per cent. Bonds.....	23	1,000	23,000
City of Altoona Bonds, "Water Loan," 7 $\frac{1}{2}$ per cent.....	100	1,000	100,000
City of Harrisburg Bonds, "Water Loan," 6 per cent.....	1,000	1,000	1,000,000
Cincinnati & Muskingum Valley R. R. 1st Mtge. 7 per cent. Bonds.....	300	1,000	300,000
Columbia & Port Deposit R. R. Bonds, 7 per cent.....	50	1,000	50,000
Columbus, Chicago & Indiana Central R. W. 2d Mtge. Bonds \$5,000,000 Loan, 7 per cent.....	{ 11	100	4,600
Columbus, Chicago & Indiana Central R. W. 2d Mtge. Bonds \$10,000,000 Loan, 7 per cent.....	{ 5	500	
County of Clark, Illinois, Bonds, 8 per cent.....	1	1,000	1,000
Danville, Hazleton & Wilkesbarre R. R. 1st Mtge. 7 per cent. Bonds.....	752	1,000	752,000
East Brandywine & Waynesburg R. R. 1st Mtge. 7 per cent. Bonds.....	1,000	1,000	1,000,000
East Brandywine & Waynesburg R. R., New Holland Extension, 7 per cent.....	1,258	1,000	1,258,000
Erie & Pittsburgh R. R. Bonds, 7 per cent.....	3,504	1,000	3,504,000
Holliday's Cove R. R. 2d Mtge. Bonds, 7 per cent.....	15	1,000	15,000
Huntingdon & Broad Top R. R. and Coal Co. Consolidated Mortgage Bonds, 7 per cent.....	{ 173	1,000	264,000
Indianapolis & St. Louis R. R. 1st Mtge. 7 per cent. Bonds..	{ 134	500	
International Navigation Co. 1st Mtge. Bonds, 7 per cent.....	{ 120	200	112,900
Jersey City & Bergen R. R. 1st Mtge. Bonds, 7 per cent.....	{ 44	500	
Lawrence R. R. 1st Mtge. Bonds, 7 per cent.....	{ 909	100	3,600
Lewisburg Centre & Spruce Creek R. R. 1st Mtge. Bonds, 7 per cent.....	{ 36	100	
Amount carried forward.....	100	1,000	100,000
	20	1,000	20,000
	19	1,000	19,000
	440	1,000	440,000
	50	1,000	50,000
	350	1,000	350,000
	271	1,000	271,000
	9	1,000	9,000
	1,500	1,000	1,500,000
			\$15,633,700

NAMES OF SECURITY—CONTINUED.	No. of BONDS.	PAR.
Amount brought forward.....		\$15,633,700
Mifflin & Centre Co. R. R. Bonds, 6 per cent.....	{ 100 1,000 200 500 }	200,000
Newport & Cincinnati Bridge Bonds, 7 per cent.....	1,200	1,200,000
Northern Central Railway 7 per cent. Income Bonds.....	1,000	1,000,000
Ohio & Pennsylvania Bridge Bonds, 7 per cent.....	{ 2 500 1 1,000 }	2,000
Pennsylvania Canal Bonds, 6 per cent.....	18	18,000
Pennsylvania Company 1st Mtge. Bonds, 7 per cent. Gold...	3,111	3,111,000
Pennsylvania Railroad 1st Mtge. Bonds, 6 per cent.....	3	3,000
" " 2d " ".....	1	1,000
Philadelphia & Erie Railroad 6 per cent. Bond, Currency...	1	1,000
" " " Bonds, Gold.....	729	729,000
Pittsburgh, Virginia & Charleston R. R. 7 per ct. Gold Bonds.	550	550,000
Pullman Palace Car Bonds, 8 per cent.....	770	770,000
Shamokin Valley & Pottsville R. R. 6 per cent. Gold Bonds.	{ 934 1,000 180 500 }	1,024,000
South Mountain Iron Company Bonds, 7 per cent.....	{ 2 1,000 8 500 }	6,000
Steubenville & Indiana Railroad 7 per cent. Bonds.....	278	278,000
St. Louis & Iron Mountain Railroad Bonds, 7 per cent. Gold	5	5,000
St. Louis, Vandalia & Terre Haute R. R. 2d Mtge. Convert-		
ible Bonds, 7 per cent.....	225	225,000
St. Louis, Vandalia & Terre Haute R. R. 7 per cent. Income		
Bonds.....	700	700,000
Toledo, Tiffin & Eastern Railroad 7 per cent. Gold Bonds....	900	900,000
Warren & Franklin R. R. 1st Mtge. Bonds, 7 per cent.....	{ 209 1,000 167 500 }	292,500
Western Pennsylvania R. R. General Mtge. Bonds, 7 per ct.	1,200	1,200,000
" " " 1st Mtge. Bonds, 6 per cent....	10	10,000
" " " Branch Bonds, 6 per cent.....	{ 95 1,000 67 500 195 100 }	148,000
West Chester & Philadelphia R. R. 1st Mtge. 7 per ct. Bonds	15	15,000
Wrightsville, York & Gettysburg R. R. 6 per cent. Bonds...	52	52,000
Pittsburgh, Cincinnati & St. Louis R. W. Bonds, Consoli-		
dated Mtge. 7 per cent.....	1,029	1,029,000
TOTAL.....		\$29,053,200

# LIST OF STOCKS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 31, 1873.

NUMBER OF SHARES.	NAME OF SECURITY.		PAR.
41,500	Allegheny Valley Railroad Stock.....	No divids.	50 \$2,075 000
4,000	American Steamship Stock.....	"	100 400,000
3,682	Bald Eagle Valley Railroad Stock.....	8 per cent.	50 184,100
36,572	Baltimore & Potomac Railroad Stock.....	No divids.	50 1,828,600
6,179	Bedford & Bridgeport Railroad Stock.....	"	50 308,950
6,500	Chartiers Railway Stock.....	"	50 325,000
22,000	Cleveland, Mt. Vernon & Delaware Railroad Stock, Common.....	"	50 1,100,000
5,802	Cleveland, Mt. Vernon & Delaware Railroad Stock, Preferred.....	"	50 290,100
25,547	Connecting Railway Stock, 6 per cent., Guaranteed..	8 per cent.	50 1,277,350
5,286	Cresson Springs Stock.....	No divids.	25 132,150
4,744	Cumberland Valley Railroad Stock, Preferred.....	8 per cent.	50 237,200
19,516	" " " Common.....	"	50 975,800
15,251	Harrisburg & Lancaster Railroad Stock.....	7 " "	50 762,550
1,130	Junction Railroad Stock.....	No divids.	50 56,500
19,217	Jeffersonville, Madison & Indianapolis Railroad Stock.....	7 per cent.	100 1,921,700
5,624	Little Miami Railroad Stock.....	8 " "	50 281,200
374	Lewistown & Tuscarora Bridge Co. Stock.....	No divids.	20 7,480
3,759	Louisville Bridge Stock.....	12 per cent.	100 375,900
6,040	Lykens Valley Coal Stock.....	No divids.	50 302,000
7,200	Newport & Cincinnati Bridge Stock.....	"	100 720,000
250	New Jersey Stock Yard & Market Company Stock..	"	100 25,000
48,420	Northern Central Railway Company Stock.....	"	50 2,421,000
70,231	Pennsylvania Canal Stock.....	"	50 3,511,550
160,000	Pennsylvania Company Preferred Stock.....	6 per cent.	50 8,000,000
40,984	Pennsylvania Railroad Stock.....	10 per cent.	50 2,049,200
6,798	Pennsylvania Steel Company Stock.....	6 per cent.	100 679,800
31,636	Philadelphia & Erie Railroad Common Stock.....	No divids.	50 1,581,800
48,000	" " Preferred Stock.....	8 per cent.	50 2,400,000
250	Philadelphia & Merion Railroad Stock, one instal- ment only paid.....	No divids.	" 1,250
80	Philadelphia & Southern Mail Steamship Stock.....	"	125 10,000
60,000	Pittsburgh, Cincinnati & St. Louis R. W. Preferred Stock.....	"	50 3,000,000
12,800	Pittsburgh, Ft. Wayne & Chicago R. W. Special 7 per cent. Guaranteed Stock.....	"	100 1,280,000
51	Pittsburgh, Ft. Wayne & Chicago R. W. Common Stock.....	7 per cent.	100 5,100
8,100	Pittsburgh, Virginia & Charleston Railroad Stock...	No divids.	50 405,000
1,233	Pullman Palace Car Stock.....	12 per cent.	100 123,300
Amount carried forward.....			\$39,054,580

NUMBER OF SHARES.	NAMES OF SECURITY—CONTINUED.		PAR.
	Amount brought forward.....		\$39,054,580
5,500	South-west Pennsylvania Railroad Stock.....No divids.	50	275,000
25,048	Summit Branch Railroad Stock.....6 per cent.	50	1,252,400
10,000	Susquehanna Coal Co. Stock.....No divids.	100	1,000,000
10,176	Tyrone & Clearfield Railway Stock....."	50	508,800
2,498	West Chester & Philadelphia Railroad Preferred Stock.....8 per cent.	50	124,900
19,453	Western Pennsylvania Railroad Stock.....No divids.	50	972,650
1,551	West Jersey Railroad Stock, 2d and 3d instalments..8 per cent.	50	54,285
6,341	Wrightsville, York & Gettysburg Railroad Stock....No divids.	50	317,050
39,263	Shamokin Coal Co. Stock....."	25	981,575
	TOTAL.....		\$44,541,240

### SUMMARY.

Par Value of Bonds.....	\$29,053,200
Par Value of Stocks.....	44,541,240
TOTAL.....	\$73,594,440
Cost as per General Account.....	\$52,692,419 09

NOTE.—The above Securities of the various Companies, whose traffic contributes to the advantage and profit of our Main Line, now pay to this Company in the form of Dividend and Interest exceeding Four per Centum per Annum upon the cost, and it is expected that future developments of their Lines will still further increase these results.

## STATEMENT

Showing the Guarantees of the Pennsylvania Railroad Company upon the Bonds of other Companies, as well as its liabilities assumed under leases of the lines of other Companies—excepting New Jersey Lines, the deficiencies of which have been deducted from the surplus revenue of the Main Line—with the results of the business of each line respectively during the year 1873.

NAME OF ROAD.	NET EARNINGS.	RENTAL AND INTEREST ON BONDS.	SURPLUS.	DEFICIT.
PHILADELPHIA AND ERIE.....	\$428,756 36	\$938,351 32	.....	\$509,594 96
WESTERN PENNSYLVANIA.....	348,968 77	108,000 00	240,968 77	.....
ALLEGHENY VALLEY. Pays the interest upon all its Bonds out of its net earnings on the completed portion of its line.....	.....	.....	.....	.....
PENNSYLVANIA CANAL. Interest upon bonds paid out of the net earnings.....	.....	.....	.....	.....
SUSQUEHANNA COAL. Interest upon Bonds paid out of the net earnings.....	.....	.....	.....	.....
CONNECTING RAILWAY. Included in the United New Jersey R.R.....	.....	.....	.....	.....
NORTHERN CENTRAL RAILWAY Co's Lease of the Williamsport & Elmira Railroad. The deficiency paid by the Northern Central Railway Co. and the Pennsylvania Railroad Company jointly, estimated at.....	.....	.....	.....	108,068 65
BALTIMORE AND POTOMAC. Its net earnings used to improve its line.....	.....	.....	.....	297,000 00
PITTSBURG, VIRGINIA & CHARLESTON. Its net earnings used to improve its line.....	.....	.....	.....	53,900 00
DANVILLE, HAZLETON & WILKESBARE.....	.....	.....	.....	105,186 28
THE AMERICAN STEAMSHIP COMPANY. Reports no net earnings applicable to interest.....	.....	.....	.....	90,000 00
JUNCTION R.R. Co. Bonds guaranteed jointly with the Phila. & Reading and Philadelphia and Wilmington and Baltimore R.R. Co's, the interest being provided from the net earnings of the line.....	.....	.....	.....	.....
	\$777,725 13	\$1,046,351 32	\$240,968 77	\$1,163,749 87
			Deduct surplus as above.....	240,968 77
			Leaving total deficit for the year...	\$922,781 10

<b>LINES WEST OF PITTSBURGH, OPERATED BY THE PENNA. CO.*</b>	<b>NET EARNINGS.</b>	<b>RENTAL AND INTEREST ON BONDS.</b>	<b>SURPLUS.</b>	<b>DEFICIT.</b>
PITTSBURGH, FORT WAYNE AND CHICAGO.....	\$3,522,032 37	\$2,617,177 24	\$904,855 13	
NEW CASTLE & BEAVER VALLEY..	192,514 73	140,435 79	52,078 94	
LAWRENCE RAILROAD.....	76,011 33	75,752 96	258 37	
ERIE AND PITTSBURGH.....	484,398 74	380,626 00	103,772 74	
CLEVELAND AND PITTSBURGH.....	1,797,013 10	1,337,353 51	459,659 59	
JEFFERSONVILLE, MADISON AND INDIANAPOLIS .....	446,199 88	535,235 60		\$ 89,035 72
INDIANAPOLIS AND VINCENNES.....	62,137 01	206,000 00		143,862 99
INDIANAPOLIS AND ST. LOUIS.....	301,301 84	245,259 63	56,042 21	
ST. LOUIS, ALTON & TERRE HAUTE	389,607 29	461,805 83		72,198 54
LITTLE MIAMI RAILROAD.....	162,017 77	710,769 94		548,752 17
COLUMBUS, CHICAGO & INDIANA CENTRAL.....	233,182 72	1,343,342 05		1,110,159 33
ST. LOUIS, VANDALIA AND TERRE HAUTE .....	276,200 80	271,395 16	4,805 64	
CHARTIERS RAILWAY.....	18,291 15	35,000 00		16,708 85
	\$7,960,908 73	\$8,360,153 71	\$1,581,472 62	\$1,980,717 60
	Deduct surplus as above.....			1,581,472 62
	Net deficit on above lines.....			\$399,244 98

\* In addition to the above, the Pennsylvania Railroad Company is liable for the interest on one-half of the First Mortgage Bonded Debt of the Grand Rapids and Indiana Railroad, being \$280,000 gold per annum, but has never been called upon to pay any portion of this; that company having provided for the same from its own resources.

The loss as above, is met by the Pennsylvania Company out of its Income from other sources than the operation of leased lines, which amounts to \$1,076 296 27.

(49)



# REPORT

## OF THE

### GENERAL MANAGER.

---

**Office of the General Manager.**

*Philadelphia, February 14, 1874.*

To the President and Board of Directors  
of the Pennsylvania Railroad Company.

GENTLEMEN :—The following report of the operations of the Pennsylvania Railroad and Branches, and of the leased lines in Pennsylvania and New Jersey, during the year 1873, is respectfully submitted.

#### PENNSYLVANIA RAILROAD DIVISION.

The earnings of the Main Line and Branches were—

From transportation of freight, . . . . .	\$19,608,555 07
“ passengers, . . . . .	4,399,671 46
“ express, . . . . .	450,241 40
“ mails, . . . . .	158,287 50
“ miscellaneous, . . . . .	269,253 47
Total, . . . . .	<u>\$24,886,008 90</u>

The expenses were—

Conducting transportation, . . . . .	\$5,664,140 57
Motive power, . . . . .	4,223,530 53
Maintenance of cars, . . . . .	1,926,095 53
Maintenance of way, . . . . .	3,246,832 20
General expenses, . . . . .	379,706 33
Total, . . . . .	<u>\$15,440,305 16</u>
Net earnings, . . . . .	<u>\$9,445,703 74</u>
Net earnings for previous year, . . . . .	<u>8,247,852 18</u>
Increase, . . . . .	<u><u>\$1,197,851 56</u></u>



The expenses compare with those of 1872 as follows :

	Conducting Transportation,	Motive Power.	Maintenance of Cars.	Maintenance of Way.	General Expenses.
1873.....	\$5,664,140 57	\$4,223,530 53	\$1,926,065 53	\$3,246,832 20	\$379,706 33
1872.....	4,964,932 75	3,826,946 40	1,305,899 83	3,337,724 69	329,160 42
Increase.....	699,207 82	396,584 13	620,165 70		50,536 91
Decrease.....				90,892 49	

Showing a total increase of \$1,675,632.07.

The increase in the charges to conducting transportation and motive power, is altogether due to the increased business. The only disproportionate increase of expenses is in the charge to maintenance of cars, which is accounted for by the fact that the condition of both the passenger and freight cars was greatly improved during the year. Included also in the charges to this account for 1873, is a large item covering the cost of replacing a number of sleeping cars worn out and destroyed during previous years, the cost of replacing which was not included in the expenses of the proper years, owing to other unadjusted matters connected with the account, which caused a postponement of its settlement.

The decrease in the cost of maintenance of way, is owing to the liberal expenditures on the track made during past years, which have so improved its condition that it can now be maintained at a less cost.

#### PASSENGER BUSINESS.

The following tables exhibit the number of passengers carried and the number of miles travelled:

#### NUMBER OF PASSENGERS CARRIED ON THE PENNSYLVANIA RAILROAD AND BRANCHES.

	1873.	1872.	Increase.	Decrease.
First class passengers.....	4,560,406 <sup>2</sup>	4,098,734	461,672 <sup>2</sup>	
Emigrant passengers.....	56,513 <sup>2</sup>	58,861		2,347 <sup>2</sup>
Commutation passengers.....	1,262,764	1,092,798	169,966	
Totals.....	5,879,684	5,250,393	631,638 <sup>2</sup>	2,347 <sup>2</sup>
Net increase.....			629,291	

## MILES TRAVELLED BY PASSENGERS.

	1873.	1872.	Increase.	Decrease.
First class passengers.....	149,939,922	146,748,731	3,191,191	
Emigrant passengers.....	18,789,572	19,075,493		285,920
Commutation passengers.....	8,749,525	8,018,524	731,001	
Totals.....	177,479,019	173,842,748	3,922,192	285,920
Total increase.....			3,636,271	

The increase in the number of passengers carried was  $11\frac{9}{100}$  per cent.; in the number of miles travelled, only  $2\frac{0}{100}$  per cent., showing that the increase in the travel was mainly in local passengers travelling shorter distances.

## FREIGHT BUSINESS.

The following is a statement of the tonnage moved—

## TONNAGE.

Through freight eastward, . . . . .	873,795 tons.
“ “ westward, . . . . .	319,661 “
Local “ eastward, . . . . .	5,482,507 “
“ “ westward, . . . . .	2,535,268 “
Total, . . . . .	9,211,231 “
Fuel and other material for Company's use, .	787,560 “
Total freight tonnage for 1873, . . . . .	9,998,791 “
“ “ “ 1872, . . . . .	8,459,535 “
Increase, . . . . .	1,539,256 “
Percentage of increase for 1873, $18\frac{1}{100}$ .	

## MILEAGE.

	1873.	1872.	Increase.	Decrease.	Per centage.
Mileage of Through Freight					
Eastward.....	312,362,336	283,529,351	28,832,985		10.17 inc.
Mileage of Through Freight					
Westward.....	114,475,403	130,303,600		15,828,197	12 14 dec.
Mileage of Local Freight East					
ward .....	820,776,145	624,575,182	196,200,963		31.41 inc.
Mileage of Local Freight West-					
ward .....	137,218,066	151,735,903		14,517,817	9.56 dec.
Total .....	1,384,831,970	1,190,144,036	225,033,948	30,346,014	
Total increase .....			194,687,934		

As was the case in the previous year, the increase in the tons moved is greater than that of the tonnage mileage—the former showing an increase of  $18\frac{1}{10}\%$  per cent., and the latter of  $16\frac{3}{10}\%$  per cent., which is owing to the mileage of the local freight having increased in greater proportion than that of the through freight. The increase in the mileage of local freight eastward is especially worthy of note, amounting as it does to  $31\frac{4}{10}\%$  per cent.

The total tonnage mileage of through and local freight was: Eastward, 1,133,138,481; westward, 251,693,489; an increase eastward of  $24\frac{7}{10}\%$  per cent., and westward a decrease of  $10\frac{3}{10}\%$  per cent. The falling off in west-bound tonnage was the result of the financial disturbance in the fall of the year, which affected very seriously the movement of freights westward, while it had little or no effect on the transportation of agricultural products from the West, owing to the large foreign demand. As a result of this condition of affairs the disproportion in the movement of freight east-bound and west-bound was even greater than for many years past. During the year 1872, the westward tonnage mileage was  $23\frac{7}{10}\%$ , and the eastward  $76\frac{3}{10}\%$  per cent. of the total, while in 1873 the westward was but

18 $\frac{2}{10}$  per cent., and the eastward 81 $\frac{8}{10}$  per cent. of the entire tonnage mileage.

Under such circumstances as these it is evident that the cost of operating is almost directly dependent on the volume of freight moved eastward, and is but slightly affected by the westward movement, the difference in the cost of hauling an empty or a loaded car being comparatively small. If this fact be borne in mind when comparing the expenses for 1873 with those of the previous year, it will be seen that while the tonnage mileage eastward exhibits an increase of 24 $\frac{7}{10}$  per cent., the total expenses were increased but 12 $\frac{7}{10}$  per cent.

The following tables show the movement of loaded cars on the Main Line and Branches, and the traffic delivered to and received from connecting roads :

## MOVEMENT OF LOADED CARS ON MAIN LINE.

STATIONS.	Loaded Cars.	1873.	1872.	Increase.	Decrease.	Per centage.
West Philadelphia....	Eastward....	286,193	216,591	69,602	.....	32.13
"	Westward....	76,698	82,622	.....	5,924	7.17
Columbia .....	Eastward....	306,895	235,126	71,769	.....	30.52
"	Westward....	81,048	82,918	.....	1,870	2.25
Harrisburg .....	Eastward....	232,287	248,856	.....	16,569	6.65
"	Westward....	72,685	84,556	.....	11,871	14.03
Mifflin.....	Eastward....	385,664	314,884	70,780	.....	22.47
"	Westward....	71,122	87,586	.....	16,464	18.79
Altoona.....	Eastward....	294,328	243,856	50,472	.....	20.69
"	Westward....	85,578	101,347	.....	15,769	15.55
Derry.....	Eastward....	238,137	214,978	23,159	.....	10.77
"	Westward....	79,157	90,543	.....	11,386	12.57
Pittsburgh .....	Eastward....	132,340	92,423	39,917	.....	43.18
"	Westward ...	162,739	176,615	.....	13,876	7.85

MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING  
ROADS.

STATIONS.	Loaded Cars.	1873.	1872.	Increase	Decrease.	Per centage.
Marysville.....	Eastward....	43,856	40,396	3,460	.....	8.56
"	Westward....	7,145	9,990	.....	2,845	28.47
Lewistown.....	Eastward....	3,233	.....	.....	.....	.....
"	Westward....	12,338	.....	.....	.....	.....
Sunbury.....	Eastward....	2,219	.....	.....	.....	.....
"	Westward....	9,849	.....	.....	.....	.....
Huntingdon.....	Eastward....	45,104	30,871	14,233	.....	46.10
"	Westward....	10,343	11,503	.....	1,160	10.08
Bedford.....	Eastward....	16,084	.....	.....	.....	.....
"	Westward....	1,114	.....	.....	.....	.....
Lock Haven.....	Eastward....	10,172	7,617	2,555	.....	33.51
"	Westward....	4,251	3,462	789	.....	22.79
Tyrone.....	Eastward....	62,061	59,274	2,787	.....	4.70
"	Westward....	6,869	7,025	.....	156	2.22
Altoona.....	Eastward....	12,612	.....	.....	.....	.....
"	Westward....	10,452	.....	.....	.....	.....
Greensburg.....	Eastward....	2,179	.....	.....	.....	.....
"	Westward....	23,440	.....	.....	.....	.....
Blairsville.....	Eastward....	62,872	38,732	24,140	.....	62.33
"	Westward....	16,698	13,503	3,195	.....	23.66
Allegheny City...	Eastward....	19,338	14,000	5,338	.....	38.12
"	Westward....	12,391	9,431	2,960	.....	31.38

The figures at Marysville, Lewistown, Sunbury, Lock Haven, and Huntingdon show the number of loaded cars received from, and delivered to, the Northern Central Railway, Lewistown Division, the Philadelphia and Erie Railroad, and the Huntingdon and Broad Top Railroad, respectively; those at Bedford, Tyrone, Altoona, Greensburg, and Blairsville, show the number of loaded cars received from, and delivered to, the Bedford and Tyrone Divisions, the Holidaysburg and Morrison's Cove, and Southwest Pennsylvania Branches, and the West Pennsylvania Division.

The live stock shipments from East Liberty stock yards do not show as large an increase as in previous years. The number of cars shipped in 1873 was 38,008 against 36,309 in 1872, or an increase of  $4\frac{68}{100}$  per cent.

There were shipped through East over the road during 1873, 1,414,968 barrels of refined oil, 2,119,171 barrels of crude oil, 9,401 barrels of lubricating oil, 1,051 barrels of tar, and 14,103 barrels benzine, &c. The shipments to local stations amounted to 276,164 barrels of all kinds of oil, giving a total of 3,834,858 barrels transported.

The shipments of coal and coke over the Main Line and branches during the year were as follows: Gas Coal, 878,944 tons; from Clearfield region, 592,860 tons; from Broad Top region 257,010 tons; from Snow Shoe region, 76,042 tons; from Bald Eagle Valley region, 3,514 tons; from Gallitzin region, 220,409 tons; from West Pennsylvania region, 259,340 tons; from the Danville, Hazleton, and Wilkesbarre and Lewisburg, Centre and Spruce Creek regions, 149 tons; from Southwest Pennsylvania region 255,355 tons; from Pittsburgh region, 685,611 tons; Cumberland coal, 124,307 tons; Anthracite coal 1,173,960 tons. Total, 4,527,501 tons, against 3,669,071 tons in 1872, or an increase of  $23\frac{39}{100}$  per cent.

#### MOTIVE POWER AND ROLLING STOCK.

There were added to the equipment during the year 155 new locomotives, of which number 93 were built by contract, 57 were built at Altoona, and 5 in the shops on the Philadelphia and Erie Railroad.

The total number of locomotives in the possession of the Company

January 1st, 1873 was 916, added during the year 155; total, January 1st, 1874, 1,071, distributed as follows:

On the Pennsylvania Railroad Division,	662
“ United Railroads of New Jersey Division,	259
“ Philadelphia and Erie Railroad “	150
Total,	<u>1,071</u>

In the above are included the locomotives acquired with the lease of the United Railroads of New Jersey, as well as those belonging to the Belvidere Delaware Railroad Company. There are also included three locomotives leased to other railroad companies, viz.: One from the assignment to the United Railroads of New Jersey Division, and two from that of the Pennsylvania Railroad Division.

The cost of repairs of locomotives on the Pennsylvania Railroad Division per mile run was  $4\frac{9}{10}$  cents, while that for the year 1872 was  $8\frac{16}{100}$  cents, a decrease of  $39\frac{95}{100}$  per cent. Although this marked decrease is to a certain extent due to the greater economy introduced into this branch of the service, by the adoption several years ago of a thorough system of uniformity in the construction of locomotives, yet it is mainly to be attributed to the large number of new locomotives placed on the road during the year, which, while they swelled the mileage, added very little to the total charge to repairs. It cannot be expected, therefore, that so low a cost of repairs can be maintained, although it is believed that it can be kept considerably below the average of previous years.

The following table shows the mileage of freight locomotives, as compared with the tonnage mileage:

	1873.	1872.	Increase.	Per centage.
Mileage of Freight Engines.....	12,545,334	10,840,744	1,704,590	15.72
Tons moved one mile.....	1,384,831,970	1,190,144,036	194,687,934	16.36

It will be observed that the locomotive mileage has increased in nearly the same ratio as the tonnage mileage, which confirms the

opinion expressed in the report of last year, that the limit of improvement in this respect had been reached.

Notwithstanding the large number of new locomotives added to the equipment during the year, the motive power was worked up to its full capacity, as is evinced by the fact that the average number of miles run by freight locomotives was  $10\frac{6}{10}$  per cent. greater than during the previous year.

The condition of the power is good, and there were at the close of the year  $17\frac{3}{10}$  per cent. more locomotives in good working order than at the same time last year. The tabular statements hereto annexed give further details of the operations of the motive power department.

#### PASSENGER EQUIPMENT.

Fifty-one first-class passenger cars were added to the equipment during the year; of these, forty-nine were built at Altoona shops and two at Renovo shops on the Philadelphia and Erie Railroad. These new cars were assigned as follows: To the Pennsylvania Railroad and United Railroads of New Jersey Division, 45; and to the Philadelphia and Erie Railroad Division, 6.

The following table shows the entire passenger equipment of the Company and its distribution; there being no separate assignment of rolling stock to the Pennsylvania Railroads and United Railroads of New Jersey Divisions, the equipment of these two divisions is reported together.

#### PASSENGER EQUIPMENT.

	P. R. R. and U. Rds. N. J. Divisions.	P. & E. R. R. Division.	Totals.
Passenger Cars .....	548	47	595
Emigrant " .....	65	6	71
Baggage " .....	81	15	96
Mail " .....	6	.....	6
Express " .....	63	9	72
Total .....	763	77	840



Included in the above are the cars acquired with the lease of the United Railroads of New Jersey, as well as those belonging to the Belvidere Delaware Railroad Company.

The mileage of the passenger equipment on the Pennsylvania Railroad and Branches, not including the United Railroads of New Jersey Division, is shown in the following table :

MILEAGE OF PASSENGER EQUIPMENT.

DIVISIONS.	Passenger Cars.	Emigrant Cars.	Baggage Cars.	Mail Cars.	Express Cars.	Totals.
Philadelphia.....	2,006,661	345,675	701,161	66,125	527,513	3,647,135
Middle.....	1,679,203	382,467	610,518	82,464	603,145	3,449,797
Pittsburgh .....	2,150,252	340,986	602,608	72,497	633,841	3,826,174
Lewistown.....	138,568	22	31,643	50	550	170,833
Bedford .....	60,970		20,420			81,390
Tyrone .....	249,284	18,533	121,048		5,197	394,058
West Pennsylvania.....	478,581	1,538	115,529		3,703	599,351
Total .....	6,763,519	1,095,221	2,202,963	221,136	1,883,939	12,168,778
Total for 1872 .....	6,052,779	1,257,843	2,191,386	221,669	1,810,613	11,534,290
Increase.....	710,740		11,577		73,326	634,488
Decrease.....		162,622		533		

FREIGHT EQUIPMENT.

There were added to the freight equipment during the year, the following new cars : Box cars, 121 ; gondolas, 1,921 ; four-wheel coal cars, 502 ; four wheel cabin cars, 62.

This equipment was assigned as follows: To the Pennsylvania Railroad and United Railroads of New Jersey Divisions (no separate assignment being made in case of these two divisions), box cars, 68 ; gondolas, 1,696 ; four-wheel cabin cars, 54 ; four-wheel coal cars, 502, including 500 built for the Belvidere Delaware Railroad Company, and intended for the anthracite coal trade *via* that road. To the Philadelphia and Erie Railroad Division: Box cars, 53 ; gondolas, 225 ; cabin cars, 8.

□

The following table shows the entire freight equipment in service December 31st, 1873:

KIND OF CAR.	P. R. R. and U. Rds. of N. J. Divisions.	Phila. and Erie Railroad Division.	Total.
Box .....	4,075	969	5,044
Stock .....	2,063	100	2,103
Gondola .....	6,138	2,185	8,323
Eight-wheel coal.....	2,088	30	2,118
Four-wheel coal.....	504	40	544
Eight-wheel marl.....	242		242
Four-wheel marl.....	205		205
Four-wheel cabin.....	346	18	364
Eight wheel cabin.....	20	46	66
	15,621	3,388	19,009

Included in the above are the cars acquired by the lease of the United Railroads of New Jersey Division, as well as those belonging to the Belvidere Delaware Railroad.

There are in the maintenance of way service; 933 cars on the Pennsylvania Railroad Division; 333 on the United Railroads of New Jersey Division; 374 on the Philadelphia and Erie Railroad Division. Total, 1,640.

The following summary shows the total number of cars of all descriptions owned by this Company, including those acquired by the lease of the United Railroads of New Jersey Division, as well as those belonging to the Belvidere Delaware Railroad Company.

DIVISION.	Passenger Equipment.	Freight Equipment.	Maint. of Way Equipment.	Totals.
P. R. R. Division.....	451	12,894	933	14,278
U. R. R. of N. J. Div....	319	2,727	333	3,379
P. and E. R. R. Div....	77	3,388	374	3,839
Totals.....	847	19,009	1,640	21,496

In addition to the above there are 8,501 cars owned by individuals and other companies running regularly on this Company's lines.

#### MAINTENANCE OF WAY.

The good condition of the road bed, track, and structures was fully maintained throughout the year, and at a reduced cost compared with the previous year, notwithstanding the large increase in the traffic.

New tracks were laid during the year, as follows :

	Miles.	Feet.	Miles.	Feet.
Main Line, Philadelphia Division.....			5	4,970
Third track, Philadelphia Division.....	2	1,143		
Third track, Middle Division.....	3	4,362		
Third track, Pittsburgh Division.....	6	210	12	435
Second track, Philadelphia Division.....		3,580		
Second track, West Pennsylvania Division.....	2	248	2	3,828
Sidings, Philadelphia Division.....	19	35		
" Middle Division.....	11	2,418		
" Pittsburgh Division.....	6	1,113		
" Tyrone Division.....		750		
" West Pennsylvania Division.....	3	5,514		
" Lewistown Division.....		3,353		
" Bedford Division.....	1	3,406		
Total Sidings.....			43	749
Total .....			63	4,702
Less track removed. } Old line, Philadelphia Div.	6	1,406		
} Sidings.....		44	6	1,450
Private sidings.....	8	4,112	57	3,252
Less private sidings removed.....		1,453	8	2,659
Total additional length of new track, including individual sidings.....			66	631

Total number of miles of single track in use January 1, 1874.

Main Line, including sidings, -	-	-	-	980.4 miles.
Branches owned, -	-	-	-	103.9 "
Branches leased, -	-	-	-	355.1 "
Private sidings, -	-	-	-	68.4 "
Total, -	-	-	-	1,507.8 miles.

Statement of track material used for repairs on the Pennsylvania Railroad and Branches during the year :

	Steel rails.	Iron rails.	Splice joints.	Spikes.	Cross ties.
	Tons.	Tons.	Number.	Pounds.	Number.
Philadelphia to Harrisburg.....	4,122	183	9,738	143,194	115,713
Harrisburg to Altoona.....	6,439	40	17,935	249,918	83,944
Altoona to Pittsburgh.....	5,747	144	11,806	233,034	71,353
Delaware Extension.....	56	122	302	7,425	3,423
East Brandywine and Waynesburg R. R. ....		100	450	3,250	4,787
York Branch.....				2,290	1,859
Pennsylvania and Delaware R. R.....		62	242	7,900	377
Mifflin and Centre County R. R.....		175	668	6,160	2,805
Sunbury and Lewistown R. R.....		30	89	5,812	2,076
Bedford and Bridgeport R. R.....		3	142	2,544	76
Tyrone Branch.....	37	180	406	2,975	1,737
Tyrone and Clearfield Railway.....	332	675	2,124	22,110	8,077
Bald Eagle Valley R. R.....		318	1,234	6,165	2,940
Holidaysburg and Morrison's Cove R. R.....		115	431	11,530	4,280
Ebensburg and Cresson R. R.....			326	4,150	5,196
Southwest Pennsylvania R. R.....		9	89	1,700	94
Indiana Branch.....	20	137	887	12,642	6,034
West Pennsylvania R. R.....		1,160	3,825	48,044	30,328
Steubenville Extension.....	7		93	1,700	
Totals.....	16,760	3,383	50,795	772,322	345,099

In addition to the above there were used in construction :

Steel rails,	.	.	.	.	.	2,162 Tons.
Iron "	.	.	.	.	.	336 "
Splice joints,	.	.	.	.	.	13,893
Spikes,	.	.	.	.	.	279,575
Cross-ties,	.	.	.	.	.	104,687

On the first of January, 1874, there had been laid in the main track of the Main Line 65,915 tons of steel rails, or 626.05 miles, and in main track of branch roads, 1,010 tons; in third and fourth track and sidings on Main Line and Branches, 6,617 tons. Total 73,542 tons.

#### BRIDGES.

The usual work was done during the year in the repairs of bridges, and these structures were kept in excellent condition. In addition to the ordinary repairs, four bridges were entirely rebuilt on the York Branch, as well as one overhead bridge at Lancaster.

On the Middle Division, three piers and the eastern abutment of Little Juniata Bridge No. 13, were entirely rebuilt with substantial masonry. The western span of Little Juniata Bridge No. 7 was also renewed.

On the Mifflin and Centre County Railroad three bridges were covered, and on the Sunbury and Lewistown Railroad five were covered, together with a part of the Susquehanna River Bridge at Selinsgrove.

On the Tyrone Division, a new Howe truss bridge of 112 feet span was built across the Moshannon Creek near Phillipsburg.

#### TELEGRAPH.

During the year, fourteen miles of new line was erected on the Williamsburg Branch, and 24 miles on the Southwest Pennsylvania Railroad. A new wire was also strung from Pittsburgh to Greensburg, to facilitate the operation of the Southwest Pennsylvania Branch

#### GENERAL REMARKS.

On the first day of July, the Pennsylvania and Delaware Railroad, extending from Pomeroy, on the Main Line, to Delaware City, a distance of  $38\frac{4}{5}$  miles, was opened for business, and operated as a Branch of the Philadelphia Division.

On October first, the Dunnings Creek Branch, extending from Bedford to Holderbaum, a distance of  $11\frac{5}{8}$  miles, was opened and operated as a part of the Bedford Division.

The following branches were opened for business during the year, and operated as part of the Pittsburgh Division, viz.:

On June 9, the Bloomfield Branch, extending from Roaring Spring, on the line of the Hollidaysburg and Morrison's Cove Railroad, to the Bloomfield Ore Banks, a distance of three miles. On October 13, the Williamsburg Branch, extending from its junction with the Hollidaysburg and Morrison's Cove Railroad, to Williamsburg, a distance of  $13\frac{2}{10}$  miles. On April 1, the Southwest Pennsylvania Railroad, extending from its junction with Main Line east of Greensburg, to Connellsville, a distance of 24 miles.

Although the various improvements in the terminal and other facilities, which were in progress of construction, were not so far completed as to become available to any great extent until towards the close of the year, the very heavy traffic was moved with more than the usual regularity, dispatch, and freedom from accidents, and with an almost entire absence of the frequent accumulations of loaded cars at terminal stations, which have been of periodical occurrence in the past. Owing to the non-completion of these improvements, the full benefits of the large expenditures made upon them will not be experienced until during the coming year; but it is believed that with their completion the necessity for any further expenditures in this direction has ceased for the next year, or perhaps two years, and that any reasonable increase of traffic can be moved with the present track and terminal facilities. The same may also be said as to the rolling stock, the capacity of which will be found to be much increased by the ability to give the traffic prompt dispatch, afforded by the improvements provided to accomplish this object; so to with the motive power, the construction of third track sidings has resulted in the more prompt moving of freight trains, and in the avoidance of delays and detentions, the consequence of which is shown in the increased average number of miles run by freight engines during the past year. It is believed that a still greater improvement can be made in this respect, and that by increasing the average mileage of the locomotives, the motive power can, without any additions, be made to perform greater service and move any increased tonnage that is likely to be thrown on to the road during the coming year.

Under the revised organization for the management of the Company's railways, adopted March 1, 1873, Mr. G. Clinton Gardner was appointed General Superintendent of the Pennsylvania Railroad

Division, and Mr. Frank Thomson was appointed Superintendent of Motive Power of that Division, and to the same position on the United Railroads of New Jersey Division. Mr. Alex. W. Nutt was appointed General Freight Agent of the Pennsylvania Railroad Division, and Mr. Theo. A. Stecher, General Ticket Agent. Mr. George C. Wilkins, Superintendent of the Tyrone Division, having been transferred to the service of the Northern Central Railway, Mr. S. S. Blair was, on November 1st, appointed to fill the vacancy.

### THE UNITED RAILROADS OF NEW JERSEY DIVISION.

The earnings of the United Railroads of New Jersey Division in 1873, exclusive of the Belvidere Delaware Railroad and Flemington Branch, were:

From passengers, -	-	-	-	-	-	-	\$4,660,122 37
" freight, -	-	-	-	-	-	-	3,398,231 39
" express, -	-	-	-	-	-	-	271,865 20
" mails, -	-	-	-	-	-	-	49,511 07
" miscellaneous, -	-	-	-	-	-	-	137,009 90
Total, -	-	-	-	-	-	-	<u>\$8,516,739 93</u>

#### THE EXPENSES WERE.

Conducting transportation, -	-	\$3,233,910 93
Motive power, -	-	1,687,376 75
Maintenance of cars, -	-	434,890 38
Maintenance of way, -	-	1,337,470 12
General expenses, -	-	98,539 87
Total, -	-	<u>\$6,792,188 05</u>
Net earnings in 1873, -	-	1,724,551 88
Net earnings in 1872, -	-	2,261,060 02
Decrease, -	-	<u><u>\$536,508 14</u></u>

The earnings of the Belvidere Delaware Railroad and Flemington Branch, in 1873, were :

From passengers, -	-	-	-	-	-	-	\$195,220 62
" mails, -	-	-	-	-	-	-	5,758 98
" express, -	-	-	-	-	-	-	3,974 07
" freights, -	-	-	-	-	-	-	938,228 30
" miscellaneous, -	-	-	-	-	-	-	5,040 79
							<hr/>
Total, -	-	-	-	-	-	-	\$1,148,222 76

## EXPENSES.

Conducting transportation, -	-	\$248,956 40
Motive power, -	-	210,289 27
Maintenance of cars, -	-	73,686 60
Maintenance of way, -	-	292,980 38
		<hr/>
Total, -	-	\$825,912 65

Showing a balance to credit of Belvidere Railroad	
for 1873, -	\$322,310 11

For the last nine months of 1872, during which period the road was operated in connection with the United Railroads of New Jersey Division, the net earnings were \$148,861 70.

The result of the operations of the United Railroads of New Jersey Division for the year is not satisfactory, and has been a source of great disappointment to the management. It is only to be accounted for by the fact that the various improvements commenced in the year 1872, to facilitate and cheapen the cost of transportation, and which it was hoped would be completed early in the past year, were in fact none of them completed so as to be available until toward the close of the year, so that the same obstacles to economical transportation were met with as were encountered during the previous year.

The results of the past year therefore do not form correct data upon which to base an estimate of the value of these works, for while the receipts cannot but continue to increase, the cost of operating can undoubtedly be reduced by the use of the improved facili-



ties referred to, nearly all of which have been completed within the past two months, and all of which will be in use during the early part of this year.

The very satisfactory increase in the earnings of the Belvidere Delaware Railroad is due to the increase in the anthracite coal traffic over that road, and to the improvement in the rates received for its transportation.

The following tables show the number of passengers carried and miles travelled during the year :

UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUSIVE OF  
THE BELVIDERE DELAWARE RAILROAD.

	Individual passengers.		Miles travelled.	
	1873.	1872.	1873.	1872.
First-class passengers.....	6,619,179	5,792,707	138,674,110	134,015,210
Emigrant " .....	76,729	69,459 <sup>2</sup>	6,830,288	6,184,321
Commutation " .....	1,307,135	1,718,629	22,049,653	21,983,591
	8,003,043	7,580,795 <sup>2</sup>	167,554,051	162,183,122

Showing an increase, both in the number of passengers and in the miles travelled. The increase in the number of passengers carried over 1872 being  $5\frac{4.5}{100}$  per cent., and in the miles travelled  $3\frac{31}{100}$  per cent.

BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.

	Individual passengers.		Miles travelled.	
	1873.	Last 9 mths. of 1872.	1873.	Last 9 mths. of 1872.
First-class passengers.....	364,783	282,514 <sup>2</sup>	6,390,244	4,970,716
Emigrant " .....	2	32	135	1,752
Commutation " .....	32,368	14,162	367,454	155,381
Total .....	397,153	296,708 <sup>2</sup>	6,757,833	5,127,849

A comparison of the passenger travel on the Belvidere Delaware Railroad of the year 1873 with the previous year cannot be made, from the fact that the statement for the year 1872 only includes the travel of the last nine months of that year, the accounts prior to that time not having been kept in such a manner as to afford information on this subject.

The following tables show a large increase in the tonnage.

United Railroads of New Jersey Division, exclusive of the Belvidere Delaware Railroad.

## TONNAGE.

	Tonnage. 1873.	Tonnage, 1872.	Increase or Decrease.	Percentage.
Through Freight Eastward	562,087	521,321	40,766	7.81
"    "    Westward	304,021	317,247	Dec. 13,226	4.35
Local Freight, Eastward...	1,580,461	1,204,712	375,749	31.18
"    "    Westward..	407,643	414,997	Dec. 7,354	1.77
Total .....	2,854,212	2,458,277	.....	.....

## NUMBER OF TONS MOVED ONE MILE.

	1873.	1872.	Increase or decrease.	Percentage.
Through freight Eastward..	50,130,550	46,280,584	3,849,966	8.31
"    Westward	27,465,597	28,670,794	1,205,197	4.20
Local freight Eastward.....	61,632,089	41,531,006	20,101,083	48.40
"    Westward.....	10,783,138	11,328,790	545,652	4.81
Total.....	150,011,374	127,811,174	.....	.....

This large increase in the freight traffic was mainly in anthracite coal brought over the Belvidere Delaware Railroad, bituminous coal received over the lines of the Pennsylvania Railroad Division, and grain and produce from the West, all carried at very low rates, and yielding little or no profit to this part of the works, owing to the want of the facilities necessary to an economical movement of the tonnage.

BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.

	Tonnage.	Number of tons. moved one mile.
Through freight Eastward.....	1,203	81,871
"    Westward.....	1,124	76,424
Local freight Eastward.....	1,357,975	65,672,696
"    Westward.....	57,518	1,771,768
	1,417,820	67,602,762

The tonnage and tonnage-mileage for 1872 is not given above, as the account only includes the traffic moved during the last nine months of that year.

The anthracite coal carried over the Belvidere Delaware Railroad amounted to 1,224,528 tons, an increase of 31 per cent. over the previous year's business. The selling price of this coal at tide water having been considerably greater than during the previous year, the rates, which are based thereon, were proportionately better.

The increase in the transportation of bituminous coal to South Amboy for shipment, thence by vessel, comes fully up to the expectations expressed in the report of last year. These shipments were: gas coal, 300,885 tons, semi-bituminous coal from central Pennsylvania, 10,465 tons, and from the Cumberland mines in Maryland, 104,590 tons. Total, 415,940 tons, against 183,469 tons during the previous year.

To provide for this traffic, which is undoubtedly destined to

increase very rapidly, as well as to facilitate the shipment of anthracite coal, large improvements and additions to the sidings and wharves were made at South Amboy, and are now nearly completed. It is estimated that two millions of tons of coal can now be trans-shipped to vessels at this port without any further expenditures for increased facilities.

#### MOTIVE POWER.

The number of locomotives assigned to and in service on this division is 259, an increase of 43 over last year.

The mileage of locomotives for the year was 5,512,065, an increase of 1,106,568 miles. The general average mileage with passenger trains was 23,005 miles, and of freight locomotives 17,106 miles. This latter is too small, and indicates that sufficient service is not performed by the freight power. One reason for this is that the runs are short, and another lies in the delays to freight trains caused by the large number of passenger trains run, and by the lack, in the past, of sufficient passing sidings. There is much room for improvement in this respect, however, and it is believed that it will be shown during the coming year.

The general average cost per one hundred miles run was as follows :

DIVISION.	Repairs.	Fuel.	Stores.	Total.
New York.....	6.52	13.63	1.41	21.56
Amboy.....	6.26	11.00	1.14	18.40
Belvidere.....	3.19	13.18	1.36	17.73
Entire Division, 1873 .....	5.98	12.89	1.33	20.20
Entire Division, 1872.....	8.50	12.95	1.22	22.67
Increase.....			.11	
Decrease.....	2.52	.06		2.47

The reduction in the cost of repairs is satisfactory, but the cost of fuel is still too high ; it will, however, be much reduced by the saving in the expense of delivering coal from the cars to the tenders of locomotives, which will be effected by the use of the coaling platforms at Trenton, the Meadows, and South Amboy, completed during last fall.

No separate assignment of freight or passenger cars being made to this division, the equipment in use on these lines has been included in that previously reported, in connection with the Pennsylvania Railroad Division.

#### MAINTENANCE OF WAY.

The road-bed, track, bridges, and buildings, have been kept in good condition ; owing to the large number of wooden bridges on these lines, the expense of their maintenance is, and will continue to be large, until they shall have been replaced by more permanent structures of stone or iron.

The following is a statement of the track material used on the United Railroads of New Jersey Division during the year :

	Steel Rails.		Iron Rails.		Spikes.	Splices, &c.	Cross- ties.
	Tons.	Lbs.	Tons.	Lbs.	Lbs.	Pairs.	Number.
<b>NEW YORK DIVISION.</b>							
Main Line .....	1,754	656	262	1,345	183,522	8,856	72,916
Philadelphia and Trenton .....	935	495	371	1,176	129,347	6,988	42,487
Perth Amboy Branch .....			33	1,027	1,400	224	2,594
Milstone Branch .....			114	545	4,850	456	2,553
Rocky Hill Branch .....			38	1,643	4,600	98	2,221
Princeton Branch .....			17	2,184	3,415	19	1,333
Frankford and Holmesburg Branch .....					2,200	14	923
<b>AMBOY DIVISION.</b>							
Main Line .....	49	2,018	1,242	1,915	77,233	5,613	43,197
Camden and Burlington County R. R. ....	6	230	604	2,142	17,933	2,178	7,065
Pemberton and Hightstown Railroad .....		1,897	18	1,149	6,646	33	5,732
Vincentown Branch .....					97	7	258
Medford Branch .....				2,000	676		372
Columbus, Kinkora, and S. R. R. ....					1,130		
<b>BELVIDERE DIVISION.</b>							
Main Line .....	176	1,061	2,407	950	63,291	8,534	33,421
Flemington Railroad .....			17		2,625	51	3,515
Mercer and Somerset Railroad .....			3	131	100	10	238
<b>Total for repairs .....</b>	<b>2,922</b>	<b>1,907</b>	<b>5,133</b>	<b>527</b>	<b>498,176</b>	<b>33,083</b>	<b>218,529</b>

The following table shows the new tracks and sidings laid during the year :

	Miles.	Feet.
Second, third and fourth tracks :		
New York Division.....	16	2,983
Amboy Division.....	6	5,026
Belvidere Division.....	4	3,246
Sidings on New York Division.....	17	4,381
"    Amboy Division.....	13	3,468
"    Belvidere Division.....	1	1,479
Total additional length of second, third, and fourth tracks and Company sidings.....	60	4,743
Private sidings laid.....		1,560
Total additional length of second, third, and fourth tracks and Company and private sidings.....	61	1,023

The total number of miles of single track on the United Railroads of New Jersey Division, January 1st, 1874, was :

	Laid with Steel.		Laid with Iron.		Total.		Division Totals.	
	Miles.	Feet.	Miles.	Feet.	Miles	Feet.	Miles.	Feet.
New York Division, Main line.....	108	1,511	74	1,815	182	3,326	.....	.....
Branches.....	4	950	31	191	35	1,141	.....	.....
Company Sidings.....	15	1,694	73	372	88	2,066	.....	.....
Private Sidings.....	.....	.....	1	107	1	107	307	1,360
Amboy Division, Main Line.....	24	3,804	70	08	94	3,812	.....	.....
Branches.....	.....	3,759	86	5,058	87	3,537	.....	.....
Company Sidings.....	.....	3,136	59	5,192	60	3,048	.....	.....
Private Sidings.....	.....	.....	.....	1,467	.....	1,467	243	1,304
Belvidere Division, Main Line.....	14	4,118	52	5,122	67	3,960	.....	.....
Branches.....	.....	.....	23	1,426	23	1,426	.....	.....
Company Sidings.....	7	5,227	45	4,602	53	4,549	.....	.....
Private Sidings.....	.....	.....	1	489	1	489	145	5,144
Total miles of single track.....	.....	.....	.....	.....	.....	.....	696	2,528

The more important improvements completed during the latter part of the year, or now in progress of construction, are:

The locomotive and car shops on the Meadows, commenced in 1872 and now in progress; they are now practically in use and will be completed during the present year.

The freight terminus at Harsimus Cove, commenced during the spring of 1873, was completed and put into service on the 1st of October last. The value of these improvements is shown by the fact that during the three months since they have been used about 60 per cent. more traffic has been received from the West than during the corresponding period last year, and promptly delivered, while in the past, with a much smaller business, the sidings between Pittsburgh and Jersey City were constantly blocked with east-bound grain and produce awaiting delivery in New York.

Under a contract and lease of the ground from this Company, the Central Stock Yard and Transit Company commenced early last year the erection of a large stock yard and abattoir at Harsimus Cove, and connected therewith a hog yard and slaughter house at the Meadows. These extensive improvements were completed at the close of the year, and afford to this important branch of the traffic the most complete accommodations under the control of this Company, and at the same time enable the Company to transport the stock to market over its own works, instead of having it diverted to other lines at Harrisburg, as has been the case in the past.

The new Passenger Depot in Jersey City, commenced in the summer of 1873, will be completed during the coming spring.

The platforms at Trenton and at the Meadows, for coaling locomotives, were completed and put in use in December last; they will effect a large saving in the cost of handling the coal. At South Amboy the sidings and wharves for the trans-shipment of coal were nearly completed at the close of the year.

A new Passenger and Freight Depot was built at Lambertville on the Belvidere Delaware Railroad.

Numerous second, third and fourth tracks and sidings were laid on this division, their aggregate length being 61 miles.

A new ferry boat, called the "New Jersey," was built during the year, and will be placed in commission by spring. There are now in the water transportation service: 10 Ferry Boats, 2 Passenger

Steamboats, 7 Freight Steamboats, 3 Tugs, 4 Barges, 19 Car Floats.

The operation of the New Jersey roads was conducted during the past year with great regularity and freedom from accidents, a marked improvement being noticeable in the passenger train movement.

#### THE PHILADELPHIA AND ERIE RAILROAD DIVISION.

The report of the General Superintendent of the Philadelphia and Erie Railroad Division, which is annexed hereto, gives in detail the operations of that division for the year. The results shown are not as satisfactory as could be wished or as they were expected to be. The heaviest business on this road has always been done during the fall months, and anticipating that the past year would not prove an exception to this rule, it was thought best to make every necessary preparation to move promptly the increased tonnage which was expected, by placing every branch of the service in the most efficient condition; the expenses were, in consequence, considerably increased during the first half of the year, but it was the intention to reduce them to a minimum in the latter half, during which period it was expected that the greater part of the net profits would be earned—and this expectation would have been realized but for two unforeseen causes: the great reduction in west-bound rates brought about by the ill-considered action of rival lines, and the financial panic which affected this road more seriously than any of the other lines operated by the Company. And although the emergency was promptly met by reducing expenses to the lowest possible point, yet the falling off in the gross earnings was so great that the net earnings were much reduced. Had the same relative increase in the business which was shown during the first half of the year been continued during the latter half, the results would have been all that could have been expected. One of the most prominent causes for the unsatisfactory financial results obtained from the operation of this road is to be found in the absence of a profitable passenger traffic. For several years past every effort has been made to increase and build up the travel by offering to it facilities and accommodations in advance of the demands; but these efforts have been almost entirely fruitless, and the management has been forced



to the conclusion that a profitable through passenger travel cannot be secured for this line at present, and that the development of this branch of the traffic must be slow and gradual, and that it will be increased only with the increase in the population and business of the country which the road traverses. The policy which will, therefore, be adopted in the future will be to provide every necessary accommodation for the local travel, but to incur no heavy expenditures in the vain effort to develop a through business. It is hoped that by this means the transportation of passengers may be made to render a reasonable profit, instead of being done with an almost entire absence of any, or indeed at an actual loss, as was the case in the past year.

Respectfully submitted.

A. J. CASSATT,

*General Manager.*

# REPORT OF THE CHIEF ENGINEER OF CONSTRUCTION.

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**Chief Engineer's Office, Construction Department.**

*Philadelphia, December 31, 1873.*

J. EDGAR THOMSON, ESQ.,

President.

SIR:—The following report of work done in this Department during the past year is respectfully submitted.

The pier at Greenwich Point, the construction of which was commenced during the previous year, has been completed. A small amount of work yet remains to be done, to complete the filling up of a portion of the meadow adjacent to the pier, in order to afford space for storage sheds. A road bed for two tracks has been graded to the pier, one track laid 3,923 feet in length, and the materials for the second track delivered, ready to be laid when the frost is out of the ground.

The grading of the branch northward has been finished, the single track extended 7,612 feet to the south line of the U. S. Navy Yard, and a section of second track 1,770 feet in length laid at the north end.

In accordance with acts passed by the State and Municipal authorities, the width of Delaware Avenue has been increased from fifty to eighty feet between Dock and Christian Streets, and a substantial wharf or bulkhead built along the river side. Materials have been delivered for the construction of a double track between the points named, which will be commenced as early in the ensuing spring, as the weather will permit. The ground between Water Street and Delaware Avenue, extending from Dock to Walnut Street, has been partially cleared of buildings, and preparations are being made to commence, at an early day, the erection of a commodious freight depot. An extensive shed has been erected on the

second pier north of Washington Street, similar to the one previously built on the adjacent pier; the docks have been deepened, a store-house built, machinery erected for conveying grain from the elevator to vessels, and sundry other facilities provided for the accommodation of the European steam-ship lines.

The improvements in progress at Sixteenth and Market Streets at the date of my last annual report have been completed.

Second track to the extent of 3,580 feet has been laid on Twenty-fifth Street, in the line of the Delaware extension. Additional sidings have been constructed in the West Philadelphia Yard, east of Fifty-second Street, amounting to 43,760 feet. The masonry of the bridge abutments at Haverford, Thirty-fifth and Fifty-second Streets has been extended, and additional trusses erected, for one track at the former, and two each at the two latter bridges. Stone abutments have been built for a new bridge of seventy feet span at Fiftieth Street, which has recently been laid out to pass under the railroad tracks. Between Fifty-second Street and Overbrook Station the road-bed has been increased in width, and 8,300 feet of third, and 2,440 feet of fourth track laid. The first and second tracks at Ardmore (formerly Athensville) have been shifted to their proper position on the new line, and a third track 7,700 feet in length laid to Bryn Mawr.

A section of new line, double track, 3,305 feet in length, between Villanova and Morgan's Corner, was brought into use on July 13th, which completes all the changes of line contemplated east of Eagle Station.

A section 4,100 feet in length, comprising three tracks, was opened April 6th, east of Glenloch Station; and another section west of Green Tree Station, 8,280 feet in length, double track, came into use on December 21st. Between these two sections there remains a length of 4,313 feet, which is graded and partly ballasted; when this is connected, the new line will be completed between Green Tree and Glenloch for a length of  $4\frac{31}{100}$  miles, with 9,803 feet of third track. Three sidings have been laid at Glenloch, amounting in the aggregate to 2,850 feet, exclusive of the tracks to the coal platform, which measure 2,200 feet.

A large stone passenger station house has been erected at Ardmore; a small frame passenger station at Wayne, and a combined

passenger and freight house of frame at Malvern (formerly West Chester Intersection).

The addition to the hotel at Bryn Mawr, which was commenced in the latter part of the previous year, was completed in time to be made available during the past season. A considerable amount of work has also been done in grading and improving the grounds.

An embankment of 30 feet in height, at Downingtown, has been cut through, and a stone arch of 20 feet span built, to afford passage for a street, and get rid of an objectionable grade crossing.

The grading for third track extension west of Downingtown has been completed to the turnpike crossing west of Caln, including the grading of a new piece of line at Caln 3,400 feet in length, for three tracks, and the ballasting nearly ready for the superstructure for 7,600 feet to Thorndale. A stone reservoir 50 feet in diameter has been built at Gallagherville, and a new line of pipes laid, securing an abundant supply of water. A frame dwelling house has been erected at Leaman Place for the engineer of the pumping engine.

The improvements which were commenced at Columbia in the previous year, are completed, with the exception of the coal yard, which will be ready for use in a few weeks. They consist of a round house for 44 engines, a machine and blacksmith shop 153 by 53 feet; a stone reservoir 60 feet in diameter by 13 feet in depth; a pumping engine for raising water from the Susquehanna River; a platform for storing coal, with a bridge and tipples for coaling engines, and additional tracks amounting in the aggregate to  $4\frac{6}{100}$  miles.

A siding of 1,100 feet in length has been constructed at Middletown; between Baldwin Station and Harrisburg, a considerable amount of grading has been done, 10,553 feet of third track laid on the north, and 4,380 feet of fourth track on the south side of the road, and new connections made with the tracks of the several iron works.

The bridges over railroad and canal at State Street, Harrisburg, were completed, and the street opened in the early part of the year.

The work at Grapeville Water Station was entirely finished by midsummer, and the station has since been in successful operation.

Respectfully,

W. HASELL WILSON,

*Chief Engineer.*



REPORT  
OF THE  
GENERAL SUPERINTENDENT  
OF THE  
DELAWARE & RARITAN CANAL.

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Office of General Superintendent.

Philadelphia, January 23, 1873.

TO J. EDGAR THOMSON, ESQ.,

President Pennsylvania Railroad Company, Lessee.

SIR:—The Canal was opened for navigation on the 17th March, and closed on 20th December, a period of forty weeks, during which there were 240 working days of navigation.

The trade during that period sustained three several interruptions of a serious character, viz.:

*First.* A postponement of the Baltimore or Southern traffic till April 10, in consequence of a difference with the Chesapeake and Delaware Canal Company upon an equitable mode of distribution of the tolls on common traffic. (They demanded credit for a “constructive,” or imaginary length of line, for no other valid reason, as appeared to us, than because they had been accustomed to exact it.) The difficulty was adjusted at the date last mentioned by their accession to what is substantially a *pro rata* division on actual distance.

*Second.* A serious break in the Chesapeake and Delaware Canal, which again suspended the same trade, hardly restored from the former embarrassment, from August 20 to October 1, about seven weeks.

*Third.* The general business convulsion of September 18, which materially reduced all trade during the remainder of the season.

Notwithstanding these adverse circumstances, the business of the year shows very gratifying and encouraging results.

The following statement exhibits a comparison of the tonnage with that of 1872 in gross tons of 2,240 pounds each, viz.:

	1872.	1873.	Increase.	Decrease.
Schuylkill Canal Anthracite....	410,856	308,396	.....	102,460
Port Richmond do.....	364,370	470,081	105,711	.....
Lehigh Canal do.....	302,315	272,670	.....	29,645
Trenton (B. & D. R. R.) do.....	283,680	325,750	42,070	.....
Greenwich Bituminous.....	136,379	100,399	.....	35,980
Baltimore do.....	518,107	470,006	.....	48,101
Port Richmond do.....	62,492	29,803	.....	32,689
Steam Lines East.....	132,422	123,082	.....	9,340
Steam Lines West.....	174,225	127,309	.....	46,916
Miscellaneous East.....	161,876	170,112	8,236	.....
Miscellaneous West.....	290,810	357,229	66,419	.....
	2,837,532	2,754,837	222,436	305,131

Aggregate decrease in 1873, 82,695 tons.

A great change is observable in the movement of the Schuylkill County anthracite, with however about the same tonnage result to us, the loss from Schuylkill Haven being more than compensated by the gain from Port Richmond. This is largely in consequence of that coal seeking markets further to the eastward, being a first result of the competition in New York, *at agreed prices*. As the Schuylkill coal, under the new system, establishes for itself a better *status* and more stable channels of distribution in New York, instead of relying, as heretofore, on ruinous rates of sale, more of the Schuyl-

kill Haven small boats will find a market there, while the eastern markets, accessible by inside navigation, will be supplied by the larger barges loaded at Port Richmond.

There is some falling off in Lehigh Canal anthracite. Although the interests of the Lehigh Navigation Company have now passed into the hands of one of the strongest of the competing coal railroads, yet as that coal enjoys a certain well established water front market adjacent to New York, it is believed that our interests will not be much affected by the change.

The decrease in the business of the steam lines is due to changes made in their tolls, which were dictated to the canal by the interests of the railroad department, and which have been fully discussed.

The large increase in miscellaneous tonnage was gained in the face of advances which it was judged expedient to make in the tolls, and was the result of breaking up certain fixed channels in which it had been accustomed to move, and extending a fair and equal competition to all shippers, large and small, regular and transient.

In regard to the Greenwich bituminous coal the decrease anticipated in last report has occurred. I have nothing to add to my remarks then made. They appear to have been sustained by events, but as I understand that larger interests control this subject, and it is considered expedient that they should continue to do so, I simply refer to the remarks then presented.

#### THE RECEIPTS AND EXPENDITURES

Of the year as compared with those of 1872 exhibit very gratifying results, viz.:

RECEIPTS.	1872.	1873.
Toll on boats.....	5,202 11	4,600 35
Toll on lading.....	933,629 95	1,042,750 08
Incidentals.....	18,719 19	23,752 31
Steam towage.....	567,053 99	518,997 38
	1,524,605 24	1,590,100 12
Deduct drawbacks refunded.....	109,448 80	70,108 75
Actual gross receipts.....	\$1,415,156 44	\$1,519,991 37
Increase in 1873..		\$104,834 93



EXPENDITURES.	1872.	1873.
Canal expenses .....	618,044 90	432,532 96
Deduct drawbacks included in this.....	109,448 80	70,108 75
Actual canal expenses.....	508,596 10	362,424 21
Steam towing expenses.....	443,718 68	450,788 50
	\$952,314 78	\$813,212 71
*Decrease in 1873.....		\$139,102 07

The above increase of \$104,834 93 in gross receipts, added to the decrease of \$139,102 07 in expenses, is equal to an increase of \$243,937 in the net receipts or profits of 1873, viz.:

The net receipts of 1873,	-	-	-	-	706,778 66
“ “ 1872,	-	-	-	-	462,841 66
Increase in 1873,	-	-	-	-	\$243,937 00

This increase in net profits should, however, for purposes of comparison, be diminished by the amount of \$77,787 55, which, although included in the actual expenditures of 1872, was paid in 1872 in discharge of liabilities incurred during 1871. This change being allowed for, it follows that although the Company's treasury actually received an excess of net profits in 1873 amounting to \$243,937, yet the excess of net profits actually earned during 1873 was but \$166,149 45.

Whatever increased economy in expenditure was to be gained from simpler and cheaper organization, has now probably been

[NOTE.—Included in the amount here given as the decrease in expenditures, is the amount of \$45,726.09, which was paid directly by the Treasurer during the first three months of 1872, without going through the Auditor's books. It was, however, part of the actual expenditure then made, and is, therefore, included here for purposes of comparison.]

mostly realized. The reduction has been large, and it is thought judicious and permanent, but has perhaps been pushed as far as is consistent with ultimate advantage. It should be noted that none of the saving has been effected at the price of any efficiency in the administration, nor by allowing any deterioration in any of the fixed or movable property of the Company. On the contrary, it is believed that the administration of all departments was never more efficient or better prepared to meet any contingency.

The property of all kinds has not only been fully kept up, but has been constantly improved by repairs, renewals, and additions. A steady progress is maintained in increasing the depth and dimensions of the Canal and its appurtenances. A new and permanent dam has been constructed at the head of the Feeder in the Delaware River. Claims for land and water damages, long pending, have been adjusted and paid. Two of the locks have been rebuilt. Landing or harbor piers have been constructed on the Kill-von-Kull property. The steam tugs, barges, and schooners, have each had considerable value added to them, and, in short, all property of every kind has been fully maintained, and is now more valuable than at the beginning of the year, except so far as the value of the whole line is affected by the construction of the new railroad bridge at Perth Amboy, a circumstance which is familiar to you, and which has received your personal attention.

The several foregoing statements embrace the tonnage, receipts, and expenses of the canal and the steam towage. In addition to, and not included in them, was the business of the

#### SCHOONERS AND BARGES

belonging to the Canal, which was as follows, viz.:

Twenty-eight barges transported	-	-	-	-	77,206 tons.
Twenty-three schooners transported	-	-	-	-	55,675 "

Total tonnage,	-	-	-	-	-	132,881	"
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Of which 131,651 tons was anthracite coal received from the Belvidere and Delaware Railroad at Trenton, and transported thence to New York, and more eastern ports, and the remainder was back loading thence to Trenton, the whole being an increase of 8,093 tons over the tonnage in 1872.

Their receipts for freight were	-	-	-	-	-	\$216,957	60
Their expenses of all kinds,	-	-	-	-	-	199,410	42

Net profits in 1873,	-	-	-	-	-	17,547	18
do 1872,	-	-	-	-	-	16,725	77

Increase of net profits in 1873,	-	-	-	-	\$821	41
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On the 24th February the Company's schooner "Surf" was totally lost off Long Island with her captain and all the hands on board. She was an old vessel, of small size, and her money value was trifling.

One fine three-masted schooner, with a carrying capacity of 345 tons in the canal, was built during the year at a cost of \$19,700.16, including furniture, and also seven barges, costing \$4,600 each, of which two have a carrying capacity in the canal of 300 tons each, and the others of 280 tons each.

These vessels are all in prime condition, and are in the immediate charge of Capt. J. G. Garretson, of Trenton, whose management of them has been judicious and successful.

#### THE LEHIGH BOATS.

Twenty-eight of these were on hand at the date of my last annual report.

Of these six have been fully paid for by their earnings during the season, and bills of sale given to the respective lessees, leaving twenty-two boats now on hand, on which the aggregate balance due the Company is \$7,978 46.

No renewal of this stock has been made or is contemplated, for the reasons fully set forth in my last annual report.

#### THE STEAM TOWAGE SERVICE.

The following is a comparative statement of some items of this service for the past two years, viz.:

	1872.	1873.
Number of tons towed.....	2,311,672	2,372,717
Number distributed in New York harbor.....	947,265	992,816
Tons of coal consumed by tugs.....	13,952	16,043
Expenses maintaining tugs and shops.....	114,842 07	88,634 47
Expenses operating tugs.....	185,558 18	216,977 24
Number of tugs employed.....	15	16

The expenses of maintaining the tugs, including the shops, are less in 1873 than in 1872 by \$26,207  $\frac{60}{100}$ ; they are fully kept up and their future annual maintenance will not probably exceed the reduced figure.

The expenses of operation exceed those of the previous year by the sum of \$31,419.06, of which about one-third is due to the increased price of coal, and two-thirds to the obstruction of navigation by the Raritan Bridge at Amboy. During the latter part of the season two extra tugs had to be maintained at the bridge, but their consumption of coal was light. The increased consumption of coal was principally due to the fact that owing to the obstruction and delay caused by the bridge, an increased proportion of the towing had to be performed against the tides, in which kind of service the increase of time and fuel consumption is very great.

The following vessels from the Canal passed the mouth of the Raritan during the season, viz.:

Freight steamers (not including tugs),	3,165
Sailing vessels, . . . . .	601
Laden barges, . . . . .	15,666
Light barges (free), . . . . .	8,811
Rafts, . . . . .	700
Scows, . . . . .	34
Total craft, . . . . .	28,977

Seven barges were sunk and one schooner and thirty-one barges more or less severely damaged by the bridge, and when this obstacle has to be encountered during the whole instead of only part of a season, the direct and indirect loss and damage to the Canal and all its auxiliary interests will be extremely serious.

The duties of all the officers and employees of the Canal have been well and zealously discharged, and especial acknowledgments are due to C. B. ROSSELL, Esq., Superintendent of the Canal, F. B. STEVENS, Esq., Superintendent of Steam Towing, and WILLIAM HACKER, Esq., Auditor Delaware and Raritan Canal.

Respectfully submitted,

I. J. WISTAR,

*General Superintendent.*

*Philadelphia, January 26, 1874.*

# REPORT

## OF THE

# CONTROLLER.

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**Accounting Department, Pennsylvania R. R. Co.**

CONTROLLER'S OFFICE,

*Philadelphia, January 31, 1874.*

To the President and Board of Directors  
of the Pennsylvania Railroad Company.

GENTLEMEN:—The accompanying statements exhibit in detail the sources of revenue in the Transportation Department, the character of expense accounts, and movement of passengers and freight traffic on the several railways and canals operated by the Pennsylvania Railroad Company during the year ending December 31st, 1873, embraced under general division heads as follows:

The Pennsylvania Railroad Division, . . . . .	869 miles.
The United Railroads of New Jersey Division, . . . . .	276 “
The Belvidere Division, . . . . .	80 “
The Philadelphia and Erie Railroad Division, . . . . .	288 “
The Delaware and Raritan Canal, . . . . .	61 “
	<hr/>
Total, . . . . .	<u>1,574 “</u>

Respectfully submitted,

SAMUEL G. LEWIS,  
*Controller.*

THE PENNSYLVANIA RAILROAD DIVISION EMBRACES THE  
FOLLOWING ROADS.

Pennsylvania Railroad Main Line, . . .	358 miles.
Columbia Bridge, . . . . .	1 mile.
York Branch, . . . . .	13 miles.
Hollidaysburg Branch, . . . . .	42 "
Indiana Branch, . . . . .	19 "
East Brandywine and Waynesburg R. R., . . .	18 "
Bald Eagle Valley R. R., . . . . .	52 "
Mifflin and Centre Co. R. R. . . . .	13 "
Sunbury and Lewistown R. R., . . . . .	45 "
Tyrone and Clearfield R. W., . . . . .	44 "
Ebensburg and Cresson R. R., . . . . .	11 "
Western Pennsylvania R. R., . . . . .	85 "
Bedford and Bridgeport R. R., . . . . .	51 "
Southwestern Pennsylvania R. R., . . . . .	24 "
Pennsylvania and Delaware R. R., . . . . .	38 "
Lewisburg, Centre, and Spruce Creek R. R., . .	11 "
Danville, Hazleton, and Wilkesbarre R. R., .	44 "
<hr/>	
Total Pennsylvania R. R. Division, . . .	869 "
<hr/>	

UNITED RAILROADS OF NEW JERSEY DIVISION.

Mantua to New York, . . . . .	89 miles.
Camden to South Amboy, . . . . .	61 "
Princeton Branch, . . . . .	3 "
Rocky Hill and Kingston R. R., . . . . .	6 "
Millstone and New Brunswick R. R., . . . . .	7 "
Perth Amboy and Woodbridge R. R., . . . . .	7 "

Monmoth Junction to Jamesburg, . . .	6 miles.
Pemberton and Hightstown R. R., . . .	25 "
Camden and Burlington County R. R., . . .	25 "
Columbus, Kinkora, and Springfield R. R., . . .	14 "
Burlington and Mount Holly R. R., . . .	7 "
Medford Branch, . . . . .	7 "
Vincentown Branch, . . . . .	3 "
Mercer and Somerset R. R., . . . . .	5 "
Frankford and Holmesburg R. R., . . . . .	5 "
Bordentown to Trenton, . . . . .	6 "
	<hr/>
Total U. R. R. N. J. Div., . . . . .	276 "
	<hr/>

The water route from South Amboy to New York, 30 miles, is not included in the above table of distances.

## BELVIDERE DIVISION.

Belvidere Delaware R. R., . . . . .	68 miles.
Flemington Branch, . . . . .	12 "
	<hr/>
Total Belvidere Division, . . . . .	80 "
	<hr/>

## PHILADELPHIA AND ERIE R. R. DIVISION.

Philadelphia and Erie R. R., . . . . .	288 miles.
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## CANAL.

Delaware and Raritan Canal, . . . . .	61 miles.
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## PENNSYLVANIA RAILROAD DIVISION.

EARNINGS AND EXPENSES OF THE PENNSYLVANIA RAILROAD  
AND BRANCHES, FOR THE YEAR 1873.

## EARNINGS.

From general freights, . . .	\$19,608,555 07	
“ miscellaneous freights, . . .	92,612 76	
		<hr/>
		\$19,701,167 83
“ first class passengers, . . .	\$4,169,141 97	
“ emigrant passengers, . . .	230,529 49	
“ Adams Express, . . .	450,241 40	
“ carrying U. S. mails, . . .	158,287 50	
“ miscellaneous passengers, . . .	94,143 51	
		<hr/>
		5,102,343 87
“ rents, . . . . .		82,497 20
		<hr/>
Total earnings, . . . . .		\$24,886,008 90
		<hr/> <hr/>

## EXPENSES.

For conducting transportation, . . .	\$5,664,140 57	
“ motive power, . . . . .	4,223,530 53	
“ maintenance of cars, . . . . .	1,926,095 53	
“ maintenance of way, . . . . .	3,246,832 20	
“ general expenses, . . . . .	379,706 33	
		<hr/>
Total expenses, . . . . .		\$15,440,305 16
Net earnings to balance, . . . . .		9,445,703 74
		<hr/>
		\$24,886,008 90
		<hr/> <hr/>

## UNITED RAILROADS OF NEW JERSEY DIVISION.

EARNINGS AND EXPENSES OF THE UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUDING BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH, FOR THE YEAR 1873.

## EARNINGS.

From general freights, . . .	\$3,398,231	39	
“ miscellaneous freights, . . .	10,800	33	
			<u>\$3,409,031 72</u>
“ first class passengers, . . .	\$4,548,799	64	
“ emigrant passengers, . . .	111,322	73	
“ express, . . .	271,865	20	
“ carrying U. S. mails, . . .	49,511	07	
“ miscellaneous passengers, . . .	32,699	82	
			<u>\$5,014,198 46</u>
“ rents, . . . . .			93,509 75
			<u>93,509 75</u>
Total earnings, . . . . .			<u><u>\$8,516,739 93</u></u>

## EXPENSES.

For conducting transportation, . . .	\$3,233,910	93	
“ motive power, . . .	1,687,376	75	
“ maintenance of cars, . . .	434,890	38	
“ maintenance of way, . . .	1,337,470	12	
“ general expenses, . . .	98,539	87	
			<u></u>
Total expenses, . . . . .			\$6,792,188 05
Net earnings to balance, . . . . .			1,724,551 88
			<u><u>\$8,516,739 93</u></u>

## BELVIDERE DIVISION.

EARNINGS AND EXPENSES OF THE BELVIDERE DELAWARE  
RAILROAD, INCLUDING THE FLEMINGTON BRANCH, FOR THE  
YEAR 1873.

## EARNINGS.

From general freights, . . .	\$938,228 30	
“ miscellaneous freights, . . .	1,120 89	
	<hr/>	\$939,349 19
“ first class passengers, . . .	\$195,220 62	
“ express, . . .	3,974 07	
“ carrying U. S. mails, . . .	5,758 98	
“ miscellaneous passengers, . . .	532 91	
	<hr/>	205,486 58
“ rents, . . . . .		3,386 99
		<hr/>
Total earnings, . . . . .		<u>\$1,148,222 76</u>

## EXPENSES.

For conducting transportation, . . .	\$248,956 40	
“ motive power, . . .	210,289 27	
“ maintenance of cars, . . .	73,686 60	
“ maintenance of way, . . .	292,980 38	
	<hr/>	
Total expenses, . . . . .		\$825,912 65
Net earnings to credit of Bel. and Del. Railroad,		322,310 11
		<hr/>
		<u>\$1,148,222 76</u>

## PHILADELPHIA AND ERIE R. R. DIVISION.

EARNINGS AND EXPENSES OF THE PHILADELPHIA AND ERIE  
RAILROAD FOR THE YEAR 1873.

## EARNINGS.

From general freights, . . .	\$3,042,806 00	
“ miscellaneous freights, . . .	73,880 60	
		<u>\$3,116,686 60</u>
“ first class passengers, . . .	\$627,884 91	
“ emigrant passengers, . . .	4,735 39	
“ express, . . .	41,189 10	
“ carrying U. S. mail, . . .	30,748 41	
“ miscellaneous passengers, . . .	10,488 73	
		<u>\$715,046 54</u>
“ rents, . . . . .		10,334 06
		<u>10,334 06</u>
Total earnings, . . . . .		<u><u>\$3,842,067 20</u></u>

## EXPENSES.

For conducting transportation, . . .	\$872,256 99	
“ motive power, . . . . .	962,781 49	
“ maintenance of cars, . . . . .	398,390 03	
“ maintenance of way, . . . . .	1,179,882 33	
		<u>\$3,413,310 84</u>
Total expenses, . . . . .		<u>\$3,413,310 84</u>
Net earnings to credit of Phila. and Erie Railroad, . . . . .		428,756 36
		<u><u>\$3,842,067 20</u></u>

## DELAWARE AND RARITAN CANAL.

EARNINGS AND EXPENSES OF THE DELAWARE AND RARITAN  
CANAL FOR THE YEAR 1873.

## EARNINGS.

From tolls on boats,	.	.	\$4,600	35
" tolls on lading,	.	.	1,042,750	08
" steam towing,	.	.	518,997	38
" miscellaneous sources,	.	.	23,752	31
<hr/>				
Total earnings,	.	.	.	\$1,590,100 12
<hr/>				

## EXPENSES.

For maintenance of canal,	.	.	\$188,139	67
" canal operation,	.	.	244,393	29
" steam towing,	.	.	450,788	50
<hr/>				
Total expenses,	.	.	.	883,321 46
Net earnings to balance,	.	.	.	706,778 66
<hr/>				
<hr/>				
\$1,590,100 12				

## RECAPITULATION.

## EARNINGS.

Pennsylvania Railroad and Branches, including Danville, Hazleton, and Wilkesbarre, and the Lewisburg, Centre and Spruce Creek Railroads,	\$24,886,008 90
United Railroads of New Jersey Division, including the Mercer and Somerset Railroad,	8,516,739 93
Delaware and Raritan Canal,	1,590,100 12
Belvidere Delaware Railroad, including the Flem- ington Branch,	1,148,222 76
Philadelphia and Erie Railroad,	3,842,067 20
<b>Total earnings,</b>	<b>\$39,983,138 91</b>

## EXPENSES.

Pennsylvania Railroad and Branches, including Danville, Hazleton, and Wilkesbarre, and the Lewisburg, Centre and Spruce Creek Railroads,	\$15,440,305 16
United Railroads of New Jersey Division, including the Mercer and Somerset Railroad,	6,792,188 05
Delaware and Raritan Canal,	883,321 46
Belvidere Delaware Railroad, including the Flem- ington Branch, with net earnings paid over,	1,148,222 76
Philadelphia and Erie Railroad, with net earnings paid over,	3,842,067 20
<b>Total expenses,</b>	<b>\$28,106,104 63</b>
<b>Net earnings to balance,</b>	<b>11,877,034 28</b>
	<b>\$39,983,138 91</b>

## TRANSPORTATION BALANCE SHEET FOR THE YEAR 1873.

## Dr.

To amount of	
Stock on hand January 1, 1873, Pennsylvania Railroad Division, . . . . .	\$2,303,033 67
Stock on hand January 1, 1873, United Railroads of New Jersey Division, . . . . .	906,878 37
Stock on hand January 1, 1873, Philadelphia and Erie Railroad Division, . . . . .	507,829 84
Stock on hand January 1, 1873, Delaware and Raritan Canal, . . . . .	137,857 06
Pay rolls, railroad transportation, Pennsylvania Railroad Division, . . . . .	9,298,401 27
Pay rolls, railroad transportation, United Railroads of New Jersey Division, . . . . .	4,790,731 19
Pay rolls, railroad transportation, Philadelphia and Erie Railroad Division, . . . . .	2,151,938 12
Pay rolls, Delaware and Raritan Canal, . . . . .	358,503 73
Bills, railroad transportation, Pennsylvania Railroad Division, . . . . .	21,276,068 88
Bills, railroad transportation, United Railroads of New Jersey Division, . . . . .	7,855,379 73
Bills, railroad transportation, Philadelphia and Erie Railroad Division, . . . . .	2,615,900 36
Bills, Delaware and Raritan Canal, . . . . .	609,791 39
	<u>\$52,812,313 61</u>

## Cr.

By amounts expended in the following departments: Pennsylvania Railroad Division, including Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg Centre and Spruce Creek Railroad.

Motive power, . . . . .	\$4,223,530 53
Conducting transportation, . . . . .	5,664,140 57
Maintenance of way, . . . . .	3,246,832 20
Maintenance of cars, . . . . .	1,926,095 53
General expenses, . . . . .	379,706 33
	<u>15,440,305 16</u>
Amount carried forward, . . . . .	\$15,440,305 16

TRANSPORTATION BALANCE SHEET.—*Continued.*

By amount brought forward,		\$15,440,305 16
On United Railroads of New Jersey Division, excluding Belvidere Delaware Railroad and Flemington Branch.		
Motive power,	\$1,687,376 75	
Conducting transportation,	3,233,910 93	
Maintenance of way,	1,337,470 12	
Maintenance of cars,	434,890 38	
General expenses,	98,539 87	
		6,792,188 05
On Belvidere Delaware Railroad and Flemington Branch.		
Motive power,	\$210,289 27	
Conducting trans'n	248,956 40	
Maintenance of way,	292,980 38	
Maintenance of cars,	73,686 60	
	\$825,912 65	
Voucher for net earnings to its credit,	322,310 11	
		1,148,222 76
On Delaware and Raritan Canal.		
Maintenance of Canal,	\$188,139 67	
Canal operation,	244,393 29	
Steam towing,	450,788 50	
		883,321 46
On Philadelphia and Erie Railroad Division, excluding Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg, Centre and Spruce Creek Railroad.		
Motive power,	\$962,781 49	
Conducting transportation,	872,256 99	
Maintenance of way,	1,179,882 33	
Maintenance of cars,	398,390 03	
	3,413,310 84	
Net earnings to credit Philadelphia and Erie Railroad Company,	428,756 36	
		3,842,067 20
Amount carried forward,		\$28,106,104 63



TRANSPORTATION BALANCE SHEET.—*Continued.*

Amount brought forward,		\$28,106,104 63
Individuals and Companies.		
Pennsylvania Railroad Division,	\$4,454,663 11	
United Railroads of New Jersey Division,	786,215 15	
Delaware and Raritan Canal,	23,027 36	
Philadelphia and Erie Railroad Division,	604,821 30	
		5,868,726 92
Construction and equipment, Pennsylvania Railroad Division,		10,196,183 56
Construction and Harsimus Cove account, United Railroads of New Jersey Division,		3,852,560 65
By stock on hand December 31, 1873.		
On Pennsylvania Railroad Division,	\$2,939,361 14	
On United Railroads of New Jersey Division,	973,802 68	
On Philadelphia and Erie Railroad Division,	675,770 67	
On Delaware and Raritan Canal,	199,803 36	
		4,788,737 85
		<u>\$52,812,313 61</u>



## PENNSYLVANIA RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT NO. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31st, including Danville, Hazleton, and Wilkesbarre and Lewisburg, Centre and Spruce Creek Railroads.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January.....	\$1,753,355 17	\$1,260,497 66	\$492,857 51
February.....	1,688,182 73	1,236,209 86	451,972 87
March.....	2,112,916 17	1,412,971 56	699,944 61
April.....	2,332,831 52	1,418,747 06	914,084 46
May.....	2,316,156 09	1,551,697 07	764,459 02
June.....	2,174,886 11	1,610,606 06	564,280 05
July.....	1,878,244 08	1,244,188 09	634,055 99
August.....	1,996,159 16	1,257,584 55	738,574 61
September.....	2,477,256 38	1,207,317 83	1,269,938 55
October.....	2,352,034 03	1,226,380 82	1,125,653 21
November.....	1,901,035 92	995,505 42	905,530 50
December.....	1,902,951 54	1,018,599 18	884,352 36
Totals.....	\$24,886,008 90	\$15,440,305 16	\$9,445,703 74

# PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT No. 3.

Earnings in detail for the year ending December 31, including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>PASSENGER EARNINGS.</b>													
From Freight at Stations, & Tolls on individual cars, . . . .	1,410,830 57	1,371,170 97	1,713,234 16	1,907,581 71	1,835,016 81	1,697,000 91	1,375,064 29	1,450,523 90	1,990,719 53	1,868,167 86	1,625,697 75	1,485,425 36	19,006,555 07
Miscellaneous, . . . .	1,819 06	1,443 23	8,044 42	893 49	16,325 59	13,530 23	2,483 84	16,129 35	6,623 15	7,479 77	7,192 80	6,069 32	92,612 76
Total Freight Earnings, . . . .	\$1,412 177 53	\$1,372 614 20	\$1,721 278 60	\$1,908 475 20	\$1,851 342 40	\$1,710 531 14	\$1,377 548 13	\$1,466 653 25	\$1,997 342 68	\$1,875 647 71	\$1,632 590 55	\$1,491 494 68	\$19,701,167 83
<b>PASSENGER EARNINGS.</b>													
From First Class Passengers, . . . .	253,768 78	249,689 51	316,214 15	3,3,161 23	364,864 70	365 372 51	411,017 42	429,301 75	460,009 18	367,141 53	388,766 02	377,612 89	4,166,141 97
Emigrant Passengers, . . . .	529 61	7,970 87	12,925 76	6,025 66	30,125 84	36,734 19	21,116 61	31,046 91	21,164 69	19,409 67	16,938 85	7,524 56	226,529 49
Express, . . . .	48,397 83	19,866 96	30,207 39	33,323 53	37,103 61	36,016 05	33,082 01	32,963 07	32,473 64	48,175 39	29,454 61	58,116 21	459,241 40
United States Mails, . . . .	13,283 80	13,160 46	13,160 54	13,160 46	13,031 96	13,165 54	13,165 48	13,310 76	13,048 62	13,310 16	13,210 16	13,210 72	156,297 50
Miscellaneous, . . . .	6,019 46	3,163 71	8,310 34	3,864 19	12,065 12	6,317 40	5,717 10	14,645 43	10,145 13	8,653 64	7,483 51	6,866 49	94,143 51
Total Passenger Earnings, . . . .	\$3,261,129 53	\$3,072,537 53	\$3,853,729 18	\$4,119,691 05	\$4,557,369 28	\$4,557 507 66	\$4,194 086 66	\$5,008,167 72	\$5,336 916 76	\$4,556 590 69	\$3,943,333 18	\$3,941,340 66	\$5,102,243 87
From Bonds, . . . .	13,048 51	7 500 00	8,314 39	4,723 27	7,412 46	5,917 15	6,586 30	13,336 69	2,986 44	4,795 19	2,202 71	6,517 19	85,497 26
Total Earnings from all sources, . . . .	\$1,753,283 17	\$1,688,167 73	\$5,112,913 17	\$2,392,811 32	\$2,316,146 09	\$2,174,898 11	\$1,878,341 05	\$1,996,159 16	\$2,477 256 38	\$2,352,034 08	\$1,801,085 91	\$1,807,931 64	\$24,886,006 00

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, including Danville, Hazleton, Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising.....	\$43,552 97	\$918 76	\$44,471 33
Agents.....	42,459 74	79,099 13	121,558 87
Baggage Masters.....	64,456 81	.....	64,456 81
Brakemen.....	85,311 27	928,877 79	1,014,189 06
Cars, cleaning and in-painting.....	83,365 45	92 12 55	175,488 00
Car furniture and fixtures.....	\$1,891 71	45,186 09	97,077 80
Car service.....	8,632 78	231,662 38	240,295 16
Clerks.....	39,421 62	210,915 83	250,337 35
Conductors.....	88 070 78	362 860 62	450,931 40
Dispatchers.....	20,510 23	89,891 04	110,401 27
Drawbacks and overcharges.....	694 03	508,453 43	5 9,047 46
Expenses of stations, except labor.....	6 230 81	17,160 94	21,391 75
Foreign agencies.....	135,423 02	130,492 88	266,415 90
Fuel at stations.....	8,170 92	8,947 36	17,118 28
Fuel for cars.....	11,006 25	18 44	11,024 69
Incidentals.....	30,391 54	81,429 35	111,820 89
Labor at stations.....	26 629 61	212 627 02	239 256 63
Light at stations.....	22,490 89	17,070 80	39,561 69
Light for cars.....	13,849 67	8,016 87	21,906 54
Loss and damage, &c.....	22,131 55	83,691 43	105,825 98
Mail expenses.....	5,596 70	.....	5,596 70
Oil, tallow, waste, &c.....	20,371 61	67,130 17	87,501 68
Stationery and printing.....	48,539 06	110,467 37	159,006 43
Stations, repairs of, &c.....	89,939 71	194,726 50	284,666 21
Superintendence.....	11,036 72	33,110 67	44,147 39
Switchmen.....	1,639 58	28,378 71	30 018 29
Tax on depots.....	8,606 96	54,608 01	63,214 97
Tax on tonnage, "State".....	.....	72 471 56	72,471 56
Teaming.....	.....	96,071 06	96,071 06
Telegraph expenses.....	36,721 95	110,180 53	146,902 48
Tolls, Philadelphia City R. R.....	.....	7,912 15	7,912 15
" Philad'a, Wilm'n and Balt. R. R.....	.....	21,277 09	21,277 09
" Junction R. R.....	.....	42,091 40	42,091 40
Wharves and landings, repairs of.....	.....	26,287 50	26,287 50
Rental, Bald Eagle Valley R. R.....	34,718 58	50,769 57	89,488 15
" E Brandywine and Waynesburg R. R.....	3,485 34	3,533 27	7,018 61
" Tyrone and Clearfield R. W.....	8,206 90	54,038 45	62,244 35
" Western Pennsylvania R. R.....	85,717 63	263,251 14	348,968 77
" Southwestern Pennsylvania R. R.....	2,899 96	53,848 02	56,748 98
" Lewisburg Centre and Spruce Creek R. R.....	4,667 44	2,316 50	6 983 94
Tolls, Lewisburg Bridge Co.....	1,577 83	2,844 40	4,422 23
Tax, State revenue.....	17,787 97	73,737 80	91,525 77
<b>Total.....</b>	<b>\$1,190,646 39</b>	<b>\$4,473,494 18</b>	<b>\$5,664,140 57</b>
<b>Amount carried forward.....</b>	<b>\$5,664,140 57</b>		

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$5,664,140 67
<b>MOTIVE POWER.</b>			
Coal.....	\$138,758 16	\$332,362 18	\$1,071,120 34
Cotton waste.....	6,054 78	26,550 78	32,605 56
Engineers and firemen.....	172,825 30	831,963 21	1,004,788 51
Engine houses and machine shops, repairs of.....	20,673 25	62,019 93	82,693 18
Fuel for stoves.....	4,038 36	12,115 13	16,153 49
Incidentals.....	23,203 54	69,610 81	92,814 35
Laborers.....	80,532 00	241,596 25	322,128 25
Locomotive furniture and fixtures.....	21,693 83	65,040 17	86,734 00
Locomotives, repairs of.....	144,818 42	652,040 15	796,858 57
Oil.....	10,292 94	45,012 72	55,305 66
Stationery and printing.....	4,37 27	14,511 87	19,349 14
Switchmen.....	6,506 12	19,518 43	26,024 55
Tallow.....	8,750 45	42,011 00	50,061 45
Taxes on engine houses and shops.....	9,486 51	28,459 59	37,946 10
Tools and machinery, repairs of.....	18,467 15	55,401 52	73,868 67
Watchmen.....	6,190 89	18,572 80	24,763 69
Water stations and fixtures, repairs of.....	34,202 20	102,846 85	137,129 05
Water stations, expenses of.....	27,378 44	82,136 42	109,513 86
Wood, hauling and preparing.....	17,318 46	84,248 42	101,566 88
Interest on valuation of engines.....	20,526 25	61,578 98	82,105 23
Total.....	\$775,934 32	\$3,447,596 21	\$4,223,530 53
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$4,580 19	\$13,740 65	\$18,320 84
Cars, repairs, ballast, and wood.....	6,091 17	18,273 52	24,364 69
Cars, repairs of freight.....		1,108,104 60	1,108,104 60
Cars, repairs of passenger and baggage.....	640,344 24		640,344 24
Fuel for stoves.....	268 48	805 53	1,074 01
Incidentals.....	928 30	2,785 00	3,713 30
Interest on valuation of passenger and baggage cars.....	9,890 54	2,071 48	11,962 02
Laborers.....	16,016 77	48,060 41	64,067 18
Tools and repairs of tools.....	9,019 76	27,068 35	36,079 11
Watchmen.....	4,516 37	13,549 17	18,065 54
Total.....	\$601,655 82	\$1,234,439 71	\$1,926,095 53
Amount carried forward.....			\$11,813,766 63

STATEMENT NO. 4—*Continued.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$11,813,766 63
MAINTENANCE OF WAY.			
Ballast.....	\$79,004 69	\$237,014 28	316,018 97
Bridges, repairs of .....	65,274 92	165,821 65	221,096 57
Cars, repairs of road and hand.....	2,314 85	6,914 59	9,229 44
Chairs.....	20,154 59	60,463 84	80,618 43
Clerks.....	2,380 97	7,082 91	9,463 88
Cross-ties.....	50,184 98	150,554 88	200,739 86
Expenses on property.....	3,628 76	10,586 28	14,215 04
Foreman, tool, and W. houses, repairs of.....	4,516 42	13,549 21	18,065 63
Frogs.....	14,728 58	44,185 77	58,914 35
Incidentals.....	1,846 91	5,540 75	7,387 66
Interest, &c.....	225 00	675 00	900 00
Iron rails.....	240,604 17	721,812 66	962,416 83
Oil, tallow, waste, &c.....	444 05	1,332 25	1,776 30
Road-bed, repairs of, labor and material.....	46,194 54	138,583 75	184,778 29
Snow and ice, removing.....	14,831 64	44,496 00	59,327 64
Spikes.....	9,162 58	27,487 93	36,650 51
Stationery and printing.....	1,085 03	3,255 10	4,340 13
Superintendence and Supervisors.....	10,164 52	30,493 53	40,658 05
Switches.....	9,711 61	29,134 84	38,846 45
Taxes on real estate.....	2,754 08	8,262 34	11,016 42
Telegraph, repairs of.....	21,436 37	64,309 18	85,745 55
Tools and repairs of.....	11,950 82	35,852 56	47,803 38
Track, labor repairing.....	168,925 74	506,777 15	675,702 89
Watchmen.....	40,301 95	120,905 98	161,207 93
Total.....	\$811,707 77	\$2,435,124 43	\$3,246,832 20

## GENERAL EXPENSES.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Advertising.....	\$4,299 20	\$12,897 52	\$17,196 72
Attendants.....	3,499 10	10,199 27	13,698 37
Clerks.....	33,239 54	76,800 62	110,040 16
Fuel and light.....	1,217 39	3,652 18	4,869 57
Incidentals and legal expenses.....	15,841 33	47,450 88	63,292 21
Office expenses.....	9,646 53	25,192 20	34,838 73
Salaries of President and other officers.....	29,781 07	83,443 26	113,224 33
Stationery and blanks.....	4,219 53	12,658 56	16,878 09
Taxes on real estate, Philadelphia.....	1,419 54	4,268 61	5,688 15
Total.....	\$103,163 23	\$276,543 10	\$379,706 33
Total working expenses.....			\$15,440,305 16
HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
SUMMARY.			
Conducting transportation.....	\$1,190,646 39	\$4,473,494 18	\$5,664,140 57
Motive power.....	775,934 32	3,447,596 21	4,223,530 53
Maintenance of cars.....	691,655 82	1,234,439 71	1,926,095 53
Maintenance of way.....	811,707 77	2,435,124 43	3,246,832 20
General expenses.....	103,163 23	276,543 10	379,706 33
Total.....	\$3,573,107 53	\$11,867,197 63	\$15,440,305 16

## PENNSYLVANIA RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (including D. H. & W. and L. C. & S. C. Railroads).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First class passengers.....	4,560,406 <sup>3</sup>	149,939,922 <sup>6</sup>	32.87	424,038
Emigrant " .....	56,513 <sup>3</sup>	18,789,572 <sup>7</sup>	332.47	53,138
Commutation " .....	1,262,764	8,749,525 <sup>1</sup>	6.92	24,744
	5,879,684	177,479,020 <sup>4</sup>	30 $\frac{1}{18}$	501,920

*Summary of tons transported and tons carried one mile (including D. H. & W. and L. C. & S. C. Railroads).*

Tons of Through Freight		Mileage of Through	
Eastward.....	873,795	Freight Eastward ...	312,362,336
Tons of Through Freight		Mileage of Through	
Westward .....	319,661	Freight Westward...	114,475,403
Tons of Local Freight East-		Mileage of Local	
ward.....	5,482,507	Freight Eastward....	820,776,145
Tons of Local Freight		Mileage of Local	
Westward.....	2,535,268	Freight Westward...	137,218,086
Total tons moved.....	9,211,231	Total mileage.....	1,384,831,970



PENNSYLVANIA RAILROAD DIVISION,  
ACCOUNTING DEPARTMENT.

*Statement of Earnings and Expenses from 1858 to 1873.*

YEAR.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
1858.....	\$5,185,330 68	\$3,021,885 04	\$2,163,445 64
1859.....	5,362,355 21	3,130,738 15	2,231,617 06
1860.....	5,932,701 48	3,636,299 08	2,296,402 40
1861.....	7,300,000 95	3,653,062 76	3,646,938 19
1862.....	10,304,290 96	5,431,072 59	4,873,218 37
1863.....	11,891,412 95	6,780,000 21	5,111,412 74
1864.....	14,759,057 66	10,643,944 19	4,065,113 47
1865.....	17,459,169 49	13,270,058 54	4,189,110 95
1866.....	16,583,382 84	12,790,909 27	3,792,973 57
1867.....	16,340,156 36	12,080,299 64	4,259,856 72
1868.....	17,233,497 31	11,860,983 88	5,372,513 43
1869.....	17,250,811 73	12,203,267 60	5,047,544 13
1870.....	17,531,706 82	11,260,085 15	6,271,621 67
1871 .....	18,719,836 85	11,823,433 34	6,896,403 51
1872.....	22,012,525 27	13,764,673 09	8,247,852 18
1873.....	24,886,008 90	15,440,305 16	9,445,703 74
Total.....	\$228,752,745 46	\$150,841,017 69	\$77,911,727 77

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1873. TO AMOUNT OF EARNINGS FROM	1873. BY AMOUNT OF EXPENSES IN	Passenger.	Freight.	Totals.
Freight at Stations and Tolls on Individual cars . . . . .	\$3,398,231 39	\$1,419,906 46	\$1,814,004 47	\$1,228,910 93
Miscellaneous . . . . .	10,800 33	816,964 62	870,412 23	1,687,376 75
First class passengers . . . . .	4,548,709 64	248,391 52	186,498 86	484,890 38
Emigrant passengers . . . . .	111,322 73	668,735 03	668,735 09	1,337,470 12
Express . . . . .	271,865 20	60,554 24	37,985 63	98,539 87
Carrying United States Mails . . . . .	49,511 07			
Miscellaneous . . . . .	32,092 82			
	5,011,198 40	3,214,551 77	3,577,656 24	6,792,188 05
Rents . . . . .	93,509 76			1,724,551 88
	8,516,730 93			8,516,730 93

## UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT NO. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, excluding Belvidere Delaware Railroad and Flemington Branch.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January.....	\$657,946 60	\$552,597 61	\$105,348 99
February.....	635,708 69	559,783 52	75,925 17
March.....	753,177 40	555,843 49	197,333 91
April.....	689,555 30	586,285 31	103,269 99
May.....	701,104 97	687,796 05	13,308 92
June.....	696,323 50	674,844 09	21,479 41
July.....	663,563 22	518,607 03	144,956 19
August.....	802,804 22	513,179 21	289,625 01
September.....	899,002 31	553,072 49	345,929 82
October.....	773,232 65	507,554 79	265,677 86
November.....	£93,554 05	480,127 66	113,426 39
December.....	650,767 02	602,496 80	48,270 22
Totals.....	\$8,516,739 93	\$6,792,188 05	\$1,724,551 88

## UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, excluding Belvidere Delaware Railroad and Flemington Branch.*

	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>VARIOUS EARNINGS.</b>													
From freight at stations, and tolls on individual cars, . . .	\$5,870 14	233,614 12	331,744 28	380,543 91	346,239 53	266,090 90	212,993 05	292,584 18	351,156 84	391,539 06	248,277 01	258,978 34	3,386,331 39
Miscellaneous, . . .	1,428 79	1,348 65	1,190 80	875 52	63 46	887 97	947 62	517 09	1,128 28	380 75	573 94	1,609 19	10,900 33
Total freight earnings, . . .	\$308,398 93	\$295,963 77	\$332,934 58	\$370,419 43	\$316,901 99	\$266,978 87	\$213,940 70	\$293,101 27	\$352,385 19	\$391,969 81	\$248,850 95	\$259,588 25	\$3,409,031 72
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, . . .	\$16,796 25	300,149 71	371,510 68	373,142 39	401,223 10	374,629 66	408,401 48	459,668 67	486,165 39	431,435 89	368,606 41	312,721 07	4,548,798 64
Emigrant passengers, . . .	3,791 40	3,792 33	5,952 28	6,600 46	16,065 15	16,183 84	13,139 81	14,106 18	10,644 66	9,794 66	7,707 42	4,126 08	111,273 73
Express, . . .	20,704 26	20,411 08	23,410 20	26,375 67	27,616 96	19,173 56	17,608 52	22,081 77	26,014 80	26,929 50	23,101 18	25,439 77	271,860 20
United States Mails, . . .	4,119 22	4,046 21	4,046 31	4,046 27	4,046 22	4,046 31	4,437 66	4,166 42	4,057 60	4,106 26	4,106 26	4,106 36	49,311 07
Miscellaneous, . . .	1,180 46	4,789 83	2,471 76	2,921 22	3,231 71	3,046 21	2,854 21	2,650 39	2,913 77	2,863 63	2,079 48	1,692 10	32,699 82
Total passenger earnings, . . .	\$346,591 09	\$383,180 22	\$407,391 19	\$412,085 96	\$447,272 13	\$317,079 06	\$343,429 70	\$392,795 43	\$339,196 22	\$375,134 94	\$341,000 70	\$349,064 22	\$5,014,196 46
From rents, . . .	2,065 08	5,566 70	12,921 63	7,049 91	6,980 86	12,353 57	6,197 82	6,909 25	6,570 90	6,227 90	8,708 40	11,094 47	99,509 75
Total car'ge from all sources, . . .	\$637,948 07	\$685,706 99	\$715,177 40	\$689,555 80	\$701,184 97	\$686,328 50	\$663,545 22	\$902,864 22	\$699,002 31	\$775,223 65	\$536,554 06	\$659,767 02	\$9,516,739 98

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, excluding Belvidere Delaware R. R. and Flemington Branch.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising .....	\$26,165 03	\$294 97	\$26,460 00
Agents .....	51,964 04	51,830 01	103,794 05
Baggage masters .....	43,968 00		43,968 00
Barges, manning .....		23,265 30	23,265 30
Barges, incidentals .....		2,544 59	2,544 59
Barges, repairs of .....		3,754 03	3,754 03
Brakemen .....	62,497 73	208,443 26	270,940 99
Cars, cleaning and inspecting .....	66,427 61	27,044 02	93,471 63
Car furniture and fixtures .....	20,706 43	12,611 17	33,317 60
Car service .....	2,544 70	65,020 39	67,565 09
Car floats .....		17,933 56	17,933 56
Clerks .....	31,211 43	163,243 90	194,455 33
Conductors .....	66,617 31	61,404 87	128,122 18
Dispatchers .....	9,474 37	22,267 69	31,742 06
Drawbacks and overcharges .....	4,050 01	29,454 32	33,504 33
Expenses of stations, except labor .....	24,290 37	14,902 22	39,201 59
Foreign agencies .....	35,351 69	8,416 91	43,768 60
Fuel at stations .....	5,969 90	1,956 70	7,926 60
Fuel for cars .....	7,721 35	916 92	8,638 27
Incidentals .....	71,978 98	61,880 19	133,859 17
Labor at stations .....	57,810 25	348,305 11	406,115 36
Light at stations .....	23,421 94	11,354 91	34,775 85
Light for cars .....	6,993 11	1,112 69	8,105 80
Loss and damage, &c. ....	35,061 87	39,096 77	74,158 64
Mail expenses .....	328 08		328 08
Oil, tallow, waste, &c. ....	16,211 22	25,068 42	41,279 64
Stationery and printing .....	41,011 15	40,319 25	81,330 40
Stations, repairs of, &c. ....	84,741 82	131,947 74	216,689 56
Steamboats, fuel for .....	81,003 57	31,222 96	112,226 53
" incidentals for .....	20,764 94	14,067 60	34,832 54
" manning .....	128,202 60	32,708 51	160,911 27
" repairs of .....	88,697 10	31,062 65	119,759 75
Superintendence .....	7,887 45	7,887 54	15,774 99
Switchmen .....	36,514 16	42,235 88	78,750 04
Tax on depots .....	4,025 95	12,443 69	16,469 63
Tax on tonnage, " State, " .....		594 37	594 37
Telegraph expenses .....	50,462 00	50,622 26	101,084 26
Tax, State revenue .....	6,890 53	6,883 95	13,774 48
Transit duty .....	114,442 14	114,442 18	228,884 32
Wharves and landings, repairs of .....	8,865 85	21,994 74	30,860 59
Rentals, Columbus, Kinkora, and Springfield B. R. ....	2,422 67	2,864 85	5,287 52
Rentals, Connecting Railway .....	71,482 96	71,482 94	142,965 90
<b>Total .....</b>	<b>\$1,419,906 46</b>	<b>\$1,814,004 47</b>	<b>\$3,233,910 93</b>
<b>Amount carried forward .....</b>			<b>\$3,233,910 93</b>

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$3,233,910 93
<b>MOTIVE POWER.</b>			
Coal.....	\$213,112 75	\$266,377 59	\$479,490 34
Cotton waste.....	8,373 66	8,470 08	16,843 74
Engineers and firemen.....	178,124 95	188,799 11	366,924 06
Engine houses and machine shops, repairs of.....	11,920 79	11,920 85	23,841 64
Fuel for stoves.....	4,555 67	4,555 67	9,111 34
Incidentals .....	9,941 40	9,941 48	19,882 88
Laborers .....	66,562 08	66,562 13	133,124 21
Locomotive furniture and fixtures .....	13,284 68	13,284 72	26,569 40
Locomotives, repairs of.....	156,487 21	148,555 82	305,043 03
Oil .....	13,656 37	14,345 18	28,001 55
Stationery and printing.....	2,109 05	2,109 12	4,218 17
Switchmen .....	2,458 99	2,459 02	4,918 01
Tallow .....	8,588 19	9,689 52	18,277 71
Tools and machinery, repairs of.....	5,909 75	5,909 78	11,819 53
Watchmen .....	6,146 86	6,146 40	12,292 76
Water stations and fixtures, repairs of.....	11,783 79	11,783 84	23,567 63
Water stations, expenses of.....	36,246 96	36,247 00	72,493 96
Wood, hauling and preparing.....	67,701 87	63,244 92	130,946 79
<b>Total.....</b>	<b>\$816,964 52</b>	<b>\$870,412 23</b>	<b>\$1,687,376 75</b>
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of .....	\$3,055 45	\$3,055 52	\$6,110 97
Cars, repairs, ballast, and wood.....	1,016 86	1,016 84	2,033 70
Cars, repairs of freight.....		176,397 99	176,397 99
Cars, repairs of passenger and baggage.....	238,290 84		238,290 84
Fuel for stoves.....	169 76	169 77	339 53
Incidentals .....	19 69	19 71	39 40
Laborers .....	2,814 42	2,814 44	5,628 86
Tools and repairs of tools.....	1,921 03	1,921 07	3,842 10
Watchmen .....	1,103 47	1,103 52	2,206 99
<b>Total .....</b>	<b>248,391 52</b>	<b>186,498 86</b>	<b>434,890 38</b>
Amount carried forward.....			\$5,356,178 06

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$5,856,178 06
<b>MAINTENANCE OF WAY.</b>			
Ballast .....	\$3,752 03	\$8,752 09	\$17,504 12
Bridges, repairs of.....	43,492 54	43,892 56	87,785 10
Cars, repairs of road and hand.....	1,913 58	1,913 55	3,827 13
Chairs .....	16,197 06	16,197 07	32,394 13
Clerks .....	3,913 26	3,913 25	7,826 51
Cross-ties.....	61,172 28	61,172 30	122,344 58
Expenses on property.....	25,612 74	26,612 78	51,225 52
Foreman, tool, and W. houses, repairs of.....	2,721 70	2,721 69	5,443 38
Frogs .....	18,229 63	18,229 61	36,459 04
Incidentals.....	5,215 93	5,215 92	10,431 85
Interest, &c.....	41,837 80	41,837 81	83,675 61
Iron rails.....	141,801 64	141,801 63	283,603 27
Oil, tallow, waste, &c.....	569 11	569 13	1,138 24
Road-bed, repairs of, labor and material.....	69,785 07	69,785 05	139,570 12
Snow and ice, removing.....	7,345 83	7,345 32	14,690 05
Spikes .....	11,981 55	11,981 56	23,963 11
Stationery and printing.....	1,009 32	1,009 34	2,018 66
Superintendence and supervisors.....	7,405 14	7,405 13	14,810 27
Switches .....	22,792 92	22,792 90	45,585 82
Taxes on real estate.....	5,126 43	5,126 43	10,252 86
Telegraph, repairs of.....	3,591 69	3,591 71	7,183 40
Tools and repairs of.....	11,074 15	11,074 17	22,148 32
Track, labor repairing.....	102,727 42	102,727 40	205,454 82
Watchmen.....	54,066 81	54,066 80	108,133 61
Total.....	\$666,785 03	\$668,735 09	\$1,337,470 12

## GENERAL EXPENSES.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Advertising .....	\$64 69	\$64 69	\$129 38
Attendants.....	229 71	45 71	275 42
Clerks .....	42,170 20	19,875 56	62,045 76
Incidentals and legal expenses.....	16,905 99	16,816 02	33,722 01
Office expenses.....	37 00	37 00	74 00
Salaries of President and other officers.....	690 45	690 45	1,380 90
Stationery and blanks.....	456 20	456 20	912 40
Total.....	\$60,554 24	\$37,985 63	\$98,439 87
Total working expenses .....			\$6,792,188 05
HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>SUMMARY.</b>			
Conducting transportation.....	\$1,419,806 46	\$1,814,004 47	\$3,233,810 93
Motive power.....	816,964 62	870,412 23	1,687,376 75
Maintenance of cars.....	248,391 62	186,498 86	434,890 38
Maintenance of way.....	668,785 03	668,735 09	1,337,470 12
General expenses.....	60,554 24	37,985 63	98,539 87
Totals.....	\$3,214,551 77	\$3,577,636 28	\$6,792,188 05

## UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (excluding Belvidere Delaware Railroad and Flemington Branch).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	6,619,179 <sup>a</sup>	138,674,110 <sup>a</sup>	20 <sup>o</sup>	1,558,136
Emigrant       "       .....	76,729	6,830,288 <sup>o</sup>	89	76,745
Commutation   "       .....	1,307,135	22,049,653 <sup>1</sup>	16 <sup>o</sup>	247,749
Total.....	8,003,043 <sup>2</sup>	167,554,052 <sup>8</sup>	20 <sup>o</sup>	1,882,630

*Summary of tons transported and tons carried one mile (excluding Belvidere Delaware Railroad and Flemington Branch).*

Tons of Through Freight		Mileage of Through	
Eastward.....	562,097	Freight Eastward...	50,130,550
Tons of Through Freight		Mileage of Through	
Westward.....	304,021	Freight Westward...	27,465,597
Tons of Local Freight East-		Mileage of Local	
ward.....	1,580,461	Freight Eastward...	61,632,089
Tons of Local Freight		Mileage of Local	
Westward.....	407,643	Freight Westward...	10,783,138
Total tons moved.....	2,854,212	Total Mileage.....	150,011,374



## BELVIDERE DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT NO. 1.

DR. *General Exhibit of Earnings and Expenses for the year ending December 31, excluding Mercer and Somerset Railroad.* CR.

1873. TO AMOUNT OF EARNINGS FROM	1873. BY AMOUNT OF EXPENSES IN	Passenger.	Freight.	Totals.
Freight at stations and tolls on individual cars .....	\$338,228 30	\$43,767 44	\$195,188 96	\$248,956 40
Miscellaneous .....	1,120 89	64,706 32	155,682 96	210,289 27
First-class passengers .....	196,290 62	16,172 03	57,514 57	73,686 60
Express .....	3,974 07	73,245 13	219,785 25	292,980 38
Carrying United States Mails .....	5,758 98			
Miscellaneous .....	532 91			
	205,486 58			
		107,800 92	628,021 73	825,912 65
Rents .....	3,386 99	8,442 41	313,867 70	322,310 11
	\$1,148,222 76	\$206,333 33	\$241,889 43	\$1,148,222 76

## BELVIDERE DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873—STATEMENT NO. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, excluding Mercer and Somerset Railroad.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.	EXCESS OF EXPENSES.
January.....	\$51,987 36	\$53,163 39	.....	\$1,176 03
February.....	65,484 81	53,273 63	\$12,211 18	.....
March.....	87,610 57	49,585 09	38,025 48	.....
April.....	95,123 05	56,706 34	38,416 71	.....
May.....	102,489 38	69,654 65	32,834 73	.....
June.....	99,544 68	85,906 23	13,638 45	.....
July.....	114,198 86	82,954 24	31,244 62	.....
August.....	125,721 79	94,865 07	30,856 72	.....
September.....	128,833 79	93,045 23	35,788 56	.....
October.....	109,215 90	75,086 16	34,129 74	.....
November.....	89,061 77	58,399 49	30,662 28	.....
December.....	78,950 80	53,273 13	25,677 67	.....
Less excess of expenses.....	.....	.....	\$323,486 14	.....
Totals.....	\$1,148,222 76	\$825,912 65	1,176 03	\$1,176 03

## BELVIDERE DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, 1873, excluding Mercer and Somerset Railroad.*

	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and sales on individual cars, . .	\$39,141 07	\$33,375 00	\$72,573 37	\$75,112 15	\$84,159 40	\$91,525 62	\$91,165 67	\$102,465 06	\$106,758 10	\$90,198 08	\$74,231 07	\$65,953 76	\$895,312 30
Miscellaneous, . . . . .	.....	233 88	23 12	33 28	61 05	67 18	160 36	108 45	135 21	119 45	117 08	.....	1,130 09
Total freight earnings, . .	\$39,141 07	\$33,608 88	\$72,596 49	\$75,145 44	\$84,220 45	\$91,592 80	\$91,326 03	\$102,573 41	\$106,893 31	\$90,307 48	\$74,348 05	\$65,953 76	\$906,442 39
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, . .	12,074 96	10,965 02	14,215 75	16,106 08	18,159 88	16,167 05	20,865 28	22,211 76	20,530 59	17,855 46	13,813 44	14,065 33	186,270 62
Express, . . . . .	268 61	247 63	258 93	231 47	358 56	424 02	514 14	511 30	398 12	250 81	207 26	357 52	3,974 07
United States Mails, . .	479 91	479 91	479 93	479 91	479 91	479 93	479 91	479 90	479 93	479 91	479 91	479 92	5,758 86
Miscellaneous, . . . . .	5 79	163 47	35 68	60 15	46 21	48 13	43 35	28 62	33 68	33 34	30 21	6 35	523 91
Total passenger earnings, .	12,848 79	11,855 93	15,015 08	16,977 61	17,014 59	17,178 13	21,892 66	23,029 48	21,442 35	18,819 55	14,624 62	14,909 12	205,486 56
From													
Rents, . . . . .	.....	.....	.....	.....	1,231 31	619 75	470 15	118 90	480 15	88 90	88 90	88 90	2,356 99
Total earnings from all sources,	\$51,990 86	\$45,464 81	\$87,611 57	\$92,123 05	\$101,234 99	\$108,771 53	\$113,218 72	\$125,602 89	\$128,335 70	\$109,186 43	\$89,061 77	\$80,862 88	\$1,111,928 95

## BELVIDERE DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT NO. 4.

*Expenses in detail for the year ending December 31, excluding Mercer and Somerset Railroad.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising.....	\$3,044 16	\$14 75	\$3,058 91
Agents.....	4,121 33	10,321 12	14,453 45
Baggage masters.....	4,925 28		4,925 28
Brakemen.....	3,831 78	29,345 13	33,176 91
Cars, cleaning and inspecting.....	2,689 07	10,339 01	13,028 08
Car furniture and fixtures.....	1,496 15	1,097 72	2,593 87
Car service.....	360 65	38,198 89	38,559 54
Clerks.....	4,718 10	15,323 46	20,041 56
Conductors.....	5,502 03	15,288 67	20,790 70
Dispatchers.....	941 11	5,361 62	6,302 73
Drawbacks and overcharges.....		2,045 00	2,045 00
Expenses of stations, except labor.....	564 68	1,194 74	1,759 42
Foreign agencies.....	237 91	3 06	240 97
Fuel at stations.....	205 76	165 36	371 12
Fuel for cars.....	299 45		299 45
Incidentals.....	2,939 87	3,295 67	6,235 54
Labor at stations.....	2,182 09	16,541 59	18,723 68
Light at stations.....	461 01	791 97	1,252 98
Light for cars.....		3 41	3 41
Loss and damage, &c.....	14 60	847 33	861 93
Mail expenses.....	72 00		72 00
Oil, tallow, sponge, &c.....	78 74	110 52	189 26
Stationery and printing.....	4,564 12	6,301 49	10,865 61
Stations, repairs of, &c.....	4,466 16	21,788 15	26,254 31
Superintendence.....	2,302 49	4,672 49	6,974 98
Switchmen.....	631 56	3,240 61	3,872 17
Telegraph expenses.....	3,106 34	8,878 20	11,984 54
Wharves and landings, repairs of.....		19 00	19 00
Rentals paid Belvidere Railroad Company.....	8,442 41	313,867 70	322,310 11
<b>Total conducting transportation.....</b>	<b>\$62,209 85</b>	<b>\$309,056 66</b>	<b>\$371,266 51</b>
<b>Amount carried forward.....</b>			<b>\$371,266 51</b>

STATEMENT NO. 4—*Continued.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$571,266 61
<b>MOTIVE POWER.</b>			
Coal .....	\$10,103 19	\$54,638 16	\$64,741 35
Cotton waste.....	609 79	1,517 77	2,127 56
Engineers and firemen.....	12,650 96	38,490 43	51,141 29
Engine houses and machine shops, repairs of.....	1,039 43	3,091 38	4,121 81
Fuel for stoves.....	393 15	1,179 49	1,572 64
Incidentals.....	723 62	2,171 00	2,894 62
Laborers .....	1,071 70	3,215 17	4,286 87
Locomotive furniture and fixtures.....	327 32	982 06	1,309 38
Locomotives, repairs of.....	8,216 31	16,272 81	24,489 12
Oil.....	944 25	2,884 71	3,828 96
Stationery and printing.....	315 70	947 16	1,262 86
Switchmen.....	12 96	38 87	51 83
Tallow.....	1,004 98	3,417 32	4,422 30
Tools and machinery, repairs of.....	244 36	733 21	977 57
Watchmen.....	411 73	1,235 27	1,647 00
Water stations and fixtures, repairs of.....	667 23	2,001 90	2,669 13
Water stations, expenses of.....	881 38	2,645 65	3,527 03
Wood, hauling and preparing.....	16,046 76	20,120 69	36,167 35
Total motive power.....	\$54,706 32	\$155,682 95	\$210,289 27
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$383 74	\$1,151 25	\$1,534 99
Cars, repairs of freight.....		54,325 03	54,325 03
Cars, repairs of passenger and baggage.....	15,108 90		15,108 90
Fuel for stoves.....	75 82	227 48	303 31
Incidentals.....	3 00	9 00	12 00
Laborers.....	219 77	659 36	879 13
Tools and repairs of tools.....	242 13	726 42	968 55
Watchmen.....	138 67	416 03	554 70
Total maintenance of cars .....	\$16,172 03	57,514 57	\$73,686 60
Amount carried forward.....			\$355,242 38

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$355,242 38
MAINTENANCE OF WAY.			
Ballast.....	\$353 19	\$1,059 57	\$1,412 76
Bridges, repairs of.....	5,905 93	17,717 87	23,623 80
Cars, repairs of road and hand.....	20 90	62 64	83 54
Chairs.....	2,147 13	6,441 35	8,588 48
Clerks.....	458 15	1,374 46	1,832 61
Cross-ties.....	5,300 61	15,901 86	21,202 47
Expenses on property.....	36 66	109 98	146 64
Foreman, and watch houses, repairs of.....	562 82	1,683 45	2,251 27
Frogs.....	2,399 03	7,197 08	9,596 11
Incidentals.....	89 75	269 24	358 99
Iron rails.....	22,687 67	68,063 02	90,750 69
Oil, tallow, waste, &c.....	29 66	88 98	118 64
Road-bed, repairs of, labor and material.....	2,586 31	7,758 93	10,345 27
Snow and ice, removing.....	1,158 27	3,474 80	4,633 07
Spikes.....	734 97	2,204 92	2,939 89
Stationery and printing.....	158 35	474 94	633 29
Superintendence and supervisors.....	1,198 87	3,596 58	4,795 45
Switches.....	1,973 69	5,921 11	7,894 80
Taxes on real estate for road.....	202 15	606 46	808 61
Telegraph, repairs of.....	1,440 84	4,349 51	5,799 35
Tools and repairs of tools.....	1,293 73	3,881 24	5,174 97
Track, labor repairing.....	10,184 84	57,554 47	76,739 31
Watchmen.....	3,312 61	9,937 76	13,250 37
Total maintenance of way.....	\$73,245 13	\$219,785 25	\$292,980 38

Total expenses..... 1,149,222 76

SUMMARY.	Passenger.	Freight.	Totals.
Conducting transportation.....	\$62,209 85	\$509,056 66	\$571,266 51
Motive power.....	54,706 32	155,582 95	210,289 27
Maintenance of cars.....	16,172 03	57,514 57	73,686 60
Maintenance of way.....	73,245 13	219,735 25	292,980 38
Totals.....	\$206,333 33	\$941,889 43	\$1,148,222 76

## BELVIDERE DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (excluding Mercer and Somerset Railroad).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	364,783 <sup>2</sup>	6,390,244 <sup>3</sup>	17. <sup>3</sup>	94,112
Emigrant " .....	2	135 <sup>3</sup>	67. <sup>3</sup>	2
Commutation " .....	32,368	367,454 <sup>3</sup>	11. <sup>3</sup>	5,412
	397,153 <sup>2</sup>	6,757,834 <sup>3</sup>	17	99,526

*Summary of tons transported and tons carried one mile (excluding Mercer and Somerset Railroad).*

Tons of Through Freight		Mileage of Through	
Eastward.....	1,203	Freight Eastward...	81,874
Tons of Through Freight		Mileage of Through	
Westward.....	1,124	Freight Westward...	76,424
Tons of Local Freight East-		Mileage of Local	
ward .....	1,357,975	Freight Eastward...	65,872,696
Tons of Local Freight		Mileage of Local	
Westward .....	57,518	Freight Westward...	1,771,768
Total tons moved.....	1,417,820	Total Mileage.....	67,602,762

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT No. 1.

*General Exhibit of Earnings and Expenses for the year ending December 31, excluding Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads.*

Cr.

Dr.

1873. TO AMOUNT OF EARNINGS FROM	1873. BY AMOUNT OF EXPENSES IN	Passenger.	Freight.	Totals.
Freight at stations and tolls on individual cars .....	\$3,042,806 00	\$194,806 09	\$275,450 90	\$872,256 99
Miscellaneous .....	73,880 60	197,413 44	765,868 06	962,781 49
	\$3,116,686 60			
First-class passengers .....	627,584 91	82,494 41	315,865 62	398,360 03
Emigrant passengers .....	4,735 39			
Express .....	41,189 10	294,970 20	884,912 13	1,179,882 33
Carrying United States Mails .....	30,748 41			
Miscellaneous .....	10,488 73	\$771,654 14	\$2,641,626 70	\$3,413,310 84
	715,046 84			
Rents .....	10,334 06	By amount of net proceeds to balance .....		423,766 86
<b>Total .....</b>	<b>\$3,842,067 20</b>			<b>\$3,842,067 20</b>



## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873—STATEMENT NO. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, excluding Danville, Hazelton, and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.	EXCESS OF EXPENSES.
January.....	\$276,842 59	\$274,701 64	\$2,140 95	.....
February.....	294,500 52	245,992 66	48,507 86	.....
March.....	320,361 19	296,591 47	23,769 72	.....
April.....	341,521 95	314,734 87	26,787 08	.....
May.....	377,353 66	363,958 34	13,395 32	.....
June.....	354,396 73	387,718 18	.....	\$33,321 45
July.....	350,460 31	320,128 11	30,332 20	.....
August.....	334,586 92	318,453 98	16,132 94	.....
September.....	357,561 20	264,445 52	93,115 68	.....
October.....	329,872 23	235,947 25	93,924 98	.....
November.....	257,071 72	204,256 47	52,815 25	.....
December.....	247,538 18	186,382 35	61,155 83	.....
Less excess of Expenses.....	.....	.....	\$462,077 81	.....
Totals.....	\$3,842,067 20	\$3,413,310 84	\$428,756 36	\$33,321 45

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT NO. 3.

*Earnings in detail for the year ending December 31, excluding Danville, Hazleton & Wilkesbarre, and Lewisburg, Centre & Spruce Creek Railroads.*

	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations and tolls on individual cars, .	\$227,354 91	\$245,015 84	\$258,107 53	\$265,514 01	\$310,377 10	\$278,800 45	\$272,323 13	\$257,496 71	\$258,136 13	\$260,420 24	\$291,023 48	\$186,141 48	\$3,042,896 03
Miscellaneous, . . .	5,816 43	3,013 62	6,657 00	2,454 89	2,909 05	14,811 86	6,061 38	5,869 89	3,066 57	7,507 17	2,932 69	11,490 05	73,880 60
Total freight earnings, .	227,171 34	246,629 44	264,769 53	267,968 90	313,346 15	293,702 31	278,384 51	263,366 61	291,852 70	267,927 41	293,956 17	197,631 53	3,116,686 60
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, .	42,158 94	38,355 03	48,357 33	66,150 22	55,763 65	52,800 34	61,563 67	61,174 61	56,940 91	61,344 14	45,564 30	41,553 71	627,884 91
Emigrant passengers, .	335 22	88 22	119 87	85 87	532 76	841 33	839 78	844 81	498 54	271 78	176 75	100 46	4,735 59
Expresses, . . .	3,708 43	3,127 47	3,368 43	3,050 78	3,014 87	2,875 42	2,935 40	3,324 12	3,476 56	4,603 38	3,906 16	3,776 13	41,189 10
United States Mails, .	2,500 91	2,562 50	2,562 50	2,562 50	2,562 50	2,562 50	2,562 50	2,562 50	2,562 50	2,562 50	2,562 50	2,562 50	30,748 41
Miscellaneous, . . .	454 25	761 91	850 53	1,133 85	910 12	1,101 33	319 36	2,333 32	1,749 99	135 02	366 48	388 57	10,488 73
Total passenger earnings, .	49,217 75	45,095 08	55,151 66	77,983 32	62,783 91	60,240 92	71,245 71	70,259 36	65,228 50	61,942 82	52,516 19	48,381 43	715,046 54
From rents, . . .	453 50	2,776 00	450 00	1,69 83	1,223 61	453 50	\$20 69	960 95	480 00	22 00	599 36	1,525 22	10,334 06
Total cars from all sources,	276,842 59	294,500 52	330,361 19	311,521 95	377,353 66	334,396 73	350,460 31	334,586 92	357,561 20	329,872 23	257,071 72	247,538 18	3,842,067 50

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, excluding Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising.....	\$9,354 13		\$9 354 13
Agents.....	16,368 64	13,556 31	33,924 95
Baggage masters.....	14,486 63		14,486 63
Brakemen.....	16,800 04	165,327 13	181,127 17
Cars, cleaning and inspecting.....	14,917 77	25,861 82	40,769 59
Car furniture and fixtures.....	4,209 81	12,203 66	16,412 97
Car service.....		12,765 36	12,765 36
Clerks.....	14,358 62	60,095 56	64,454 18
Conductors.....	13,987 86	64,752 20	78,740 06
Dispatchers.....	1,953 31	20,790 45	22,743 76
Drawbacks and overcharges.....	873 22	36,925 14	37,798 36
Expenses of stations, except labor.....	6,725 60	3,027 34	9,752 94
Foreign agencies.....		187 50	187 50
Fuel at stations.....	2,986 83	909 53	3,895 86
Fuel for cars.....	1,023 26		1,023 26
Incidentals.....	6,719 71	19,441 21	26,160 92
Labor at stations.....	1,496 98	32,963 41	34,460 39
Light at stations.....	3,679 26	1,444 23	5,123 49
Light for cars.....	1,815 58	1,546 04	3,361 62
Loss and damage, &c.....	2,831 31	34,338 26	37,169 57
Mail expenses.....	1,988 09		1,988 09
Oil, Tallow, Waste, &c.....	3,536 48	11,323 83	14,860 31
Stationery and printing.....	8,369 52	23,868 60	32,238 12
Stations, repairs of, &c.....	26,369 67	33,827 01	60,196 68
Superintendence.....	3,444 00	10,331 00	13,775 00
Switchmen.....	354 50	3,227 30	3,581 80
Tax on depots.....	840 00	144 90	984 90
Tax on tonnage, "State,".....		10,770 52	10,770 52
Telegraph expenses.....	17,224 68	51,049 13	68,273 81
Tolls, Catawissa Railroad.....	414 04	13,851 79	14,265 83
Wharves and landings, repairs of.....		3,938 59	3,938 59
Tax on revenue, State.....	2,553 18	11,731 98	14,285 16
Tolls, Lewisburg Bridge Company.....	134 47	271 10	406 57
Rentals paid Philadelphia and Erie Railroad Co.....		428,766 36	428,766 36
<b>Total.....</b>	<b>\$196,806 09</b>	<b>\$1,104,207 26</b>	<b>\$1,301,013 85</b>
<b>Amount carried forward.....</b>			<b>\$1,301,013 85</b>

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$1,301,013 35
<b>MOTIVE POWER.</b>			
Coal.....	\$32,935 02	\$213,519 74	\$246,454 76
Cotton waste.....	814 67	3,900 83	4,415 50
Engineers and firemen.....	38,555 40	166,496 11	203,051 51
Engine houses and machine shops, repairs of.....	6,097 49	18 292 61	24,390 10
Fuel for stoves.....	1,122 38	3,867 16	4,489 54
Incidentals.....	4,662 76	13,688 29	18,251 05
Laborers.....	21,432 68	64,298 07	85,730 75
Locomotive furniture and fixtures.....	3,404 29	10,212 89	13,617 18
Locomotives, repairs of.....	60,523 53	170,415 10	230,938 63
Oil.....	1,467 69	7,321 41	8,779 10
Stationery and printing.....	714 76	2,144 34	2,859 10
Switchmen.....	161 13	483 42	644 55
Tallow.....	976 84	4,843 68	5,820 52
Taxes on engine houses and shops.....	2,338 11	7,014 39	9,352 50
Tools and machinery, repairs of.....	7,433 37	22,300 22	29,733 59
Watchmen.....	3,239 48	9,718 51	12,957 99
Water stations and fixtures, repairs of.....	4,534 40	13,603 17	18,137 57
Water stations, expenses of.....	5,627 80	16,483 43	22,511 23
Wood, hauling and preparing.....	3,481 64	17,164 68	20,646 32
<b>Total.....</b>	<b>\$197,413 44</b>	<b>\$765,368 05</b>	<b>\$962,781 49</b>
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$154 79	\$464 49	\$619 28
Cars, repairs, ballast, and wood.....	1,072 28	3,217 00	4,289 28
Cars, repairs of freight.....		302,385 61	302,385 61
Cars, repairs of passenger and baggage.....	77,991 29		77,991 29
Incidentals.....	4 12	12 38	16 50
Laborers.....	1,765 90	5,267 77	7,023 67
Tools and repairs of tools.....	943 86	2,431 76	3,375 61
Watchmen.....	572 17	1,716 62	2,288 79
<b>Total.....</b>	<b>\$82,491 41</b>	<b>\$315,896 62</b>	<b>\$398,390 03</b>
Amount carried forward.....			\$2,662,184 87

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward .....			\$2,662,184 57
<b>MAINTENANCE OF WAY.</b>			
Ballast .....	\$13,104 72	\$39,314 14	\$52,418 86
Bridges, repairs of.....	20,564 56	61,893 84	82,258 40
Cars, repairs of road and hand.....	654 16	1,962 67	2,616 83
Chairs.....	12,874 74	39,624 21	51,498 95
Cleaks.....	1,374 63	4,123 87	5,498 50
Cross-ties.....	17,804 98	53,415 00	71,219 98
Expenses on property.....	470 71	1,412 13	1,882 84
Foreman, tool and W. houses, repairs of.....	3,078 61	9,235 92	12,314 53
Frogs .....	3,435 83	10,307 61	13,743 44
Incidentals.....	881 81	2,645 57	3,527 38
Iron rails.....	92,522 99	277,689 03	370,092 02
Oil, tallow, waste, &c.....	391 70	1,175 18	1,566 88
Road-bed, repairs of, labor and material.....	15,175 94	45,527 72	60,703 66
Snow and ice, removing.....	4,972 28	14,916 89	19,889 17
Spikes .....	2,992 45	8,977 49	11,969 94
Stationery and printing.....	506 65	1,520 05	2,026 71
Superintendence and supervisors.....	3,775 31	11,326 00	15,101 31
Switches.....	2,238 83	6,716 58	8,955 41
Taxes on real estate.....	1,049 04	3,147 22	4,196 26
Telegraph, repairs of.....	5,965 24	17,995 91	23,961 15
Tools and repairs of.....	4,408 99	13,227 00	17,635 99
Track, labor repairing.....	66,075 18	198,225 49	264,300 67
Watchmen.....	20,630 85	61,952 60	82,603 45
Total.....	\$294,970 20	\$884,912 13	\$1,179,882 33
Total working expenses.....			\$3,842,067 20
<b>SUMMARY.</b>			
Conducting transportation.....	\$196,806 09	\$1,104,207 26	\$1,301,013 35
Motive power.....	197,413 44	765,368 05	962,781 49
Maintenance of cars.....	82,494 41	315,998 62	398,593 03
Maintenance of way.....	294,970 20	884,912 13	1,179,882 33
Total.....	\$771,684 14	\$3,070,383 06	\$3,842,067 20

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (excluding D. H. & W. and L. C. and S. C. R. R.'s)*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	751,921 <sup>s</sup>	19,557,154 <sup>s</sup>	26	68,001
Emigrant " .....	2,335 <sup>s</sup>	364,024 <sup>s</sup>	155 <sup>s</sup>	1,266
Commutation " .....	23,016	336,390 <sup>s</sup>	16 <sup>s</sup>	1,169
	777,273	20,257,569 <sup>s</sup>	26	70,436

*Summary of 'ons transported and tons carried one mile (excluding D. H. & W. and L. C. and S. C. R. R.'s)*

Tons of Through Freight		Mileage of Through	
Eastward .....	275,681	Freight Eastward...	79,395,886
Tons of Through Freight		Mileage of Through	
Westward.....	170,799	Freight Westward...	49,189,963
Tons of Local Freight East-		Mileage of Local	
ward.....	1,070,568	Freight Eastward...	79,846,723
Tons of Local Freight		Mileage of Local	
Westward. ....	647,193	Freight Westward...	59,658,859
Total tons moved.....	2,164,246	Total Mileage.....	288,091,431

## DELAWARE AND RARITAN CANAL DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.—STATEMENT NO. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.	EXCESS OF EXPENSES.
January.....	\$14,152 43	\$53,692 50	.....	\$39,540 07
February.....	1,416 98	49,904 26	.....	48,487 28
March.....	31,835 96	54,687 31	.....	22,851 35
April.....	154,013 36	77,834 92	\$76,178 44	.....
May.....	209,699 42	85,922 14	123,777 28	.....
June.....	202,275 29	86,485 96	115,789 33	.....
July.....	196,995 91	86,035 98	110,959 93	.....
August.....	156,999 38	73,827 63	83,171 75	.....
September.....	176,543 27	77,216 18	99,327 09	.....
October.....	192,956 28	87,315 73	105,640 55	.....
November.....	174,651 89	85,159 52	89,492 37	.....
December.....	78,559 95	65,239 33	13,320 62	.....
Less Excess of Expenses.....			817,657 38	
			110,878 70	
Totals.....	\$1,590,100 12	\$883,321 46	\$706,778 66	\$110,878 70

## DELAWARE AND RARITAN CANAL DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT NO. 4.

*Expenses in detail for the year ending December 31.*

MAINTENANCE OF CANAL.		CANAL OPERATION.	
Boats and flats, repairs of.....	\$5,957 84	Barges.....	\$1,098 50
Bridges.....	23,133 67	Boats—Lehigh.....	974 26
Canal bed and banks.....	16,544 52	Bridge tenders.....	11,584 50
Clerks.....	1,380 00	Collectors and weighmasters.....	11,209 87
Culverts.....	8,308 09	Clerks.....	1,365 00
Dams.....	6,400 73	Drawbacks and overcharges.....	70,108 75
Dredging and dredge repairs.....	22,289 10	Ferries, labor at.....	2,066 84
Fencing.....	2,622 91	Fuel and light.....	7,433 61
Ferries, expenses of.....	1,112 79	Incidentals.....	413 16
Horses and horse keep.....	5,194 96	Legal expenses and damages.....	15,085 63
Houses and repair shops.....	10,169 27	Lock keepers and lock engineers...	32,877 27
Incidentals.....	278 26	Office expenses, rents, & furniture	275 00
Locks and lock engines.....	38,401 81	Stationery and printing.....	1,415 19
Office expenses, rents, furniture.....	429 72	Superintendence.....	8,210 10
Slope and vertical walls.....	12,089 20	Telegraph expenses.....	660 10
Stationery and printing.....	273 71	Transit duty.....	74,532 24
Superintendence and engineering...	5,408 00	Wrecking and policing.....	4,463 38
Taxes on real estate.....	740 13		
Telegraph, repairs of.....	266 75		
Tools and tool repairs.....	4,486 57		
Waste wiers and sluices.....	2,607 31		
Watchmen.....	5,796 42		
Wharves.....	14,317 31		
		Total canal operation.....	\$244,393 29
Total maintenance of canal.....	\$188,139 67		
STEAM TOWING ACCOUNT.		RECAPITULATION.	
Tugs—cordage for.....	\$5,005 11	Maintenance of canal.....	\$188,139 67
“ damage by.....	5,449 14	Canal operation.....	244,393 29
“ incidentals for.....	6,316 49	Steam towing account.....	450,788 50
“ fuel for.....	83,099 13		
“ manning of.....	87,640 81		
“ repairs of.....	78,911 96		
“ oil, waste, and tallow for....	5,526 54		
“ superintendence of.....	9,715 04		
“ wharfage & port expenses of	14,879 60		
Towing by contr ct.....	142,802 17		
Repairs of Hoboken shop.....	11,472 49		
		Total canal expenses.....	\$883,321 46
Total steam towing account.....	\$450,788 50		



## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1873.

## STATEMENT NO. 6.

Showing average cost per 100 miles run for locomotive engine service for the year ending December 31.

## EXPENSES OF ENGINES.—Average cost per 100 miles.

DIVISIONS.	CLASS.	Repa'rs.	Fuel.	Stores.	Totals.
PENNSYLVANIA RAILROAD DIVISION.					
Philadelphia Division .....	Passenger Engines .....	\$2.89	\$5.40	\$ .79	\$9.08
	Distributing " .....	1.83	4.30	.79	6.92
	Freight " .....	3.23	7.44	.89	11.56
Middle Division .....	Passenger Engines .....	6.27	4.46	.72	11.45
	Distributing " .....	2.79	5.43	.66	8.88
	Freight " .....	5.97	8.21	.74	14.92
Pittsburg Division .....	Passenger Engines .....	6.05	5.43	.93	12.41
	Distributing " .....	2.82	4.59	.74	8.15
	Freight " .....	5.47	8.04	1.01	14.52
Lewistown Division .....	Passenger Engines .....	2.51	3.19	.73	6.43
	Distributing " .....	3.40	4.55	.92	8.87
	Freight " .....	8.06	6.26	.98	15.30
Bedford Division .....	Passenger Engines .....	1.74	2.77	.62	5.13
	Distributing " .....	3.34	5.49	.99	9.82
	Freight " .....	6.08	4.95	.87	11.90
Tyronne Division .....	Passenger Engines .....	2.22	4.69	.61	7.52
	Distributing " .....	6.47	6.87	.90	14.24
	Freight " .....	10.65	9.05	.79	20.49
Western Penn'a Division...	Passenger Engines .....	3.26	4.12	.45	8.13
	Distributing " .....	3.96	5.72	.57	10.15
	Freight " .....	4.81	6.89	.63	12.33
UNITED RAILROADS OF NEW JERSEY DIVISION.					
New York Division .....	Passenger Engines .....	6.46	12.23	1.37	20.06
	Distributing " .....	1.99	13.23	1.13	16.35
	Freight " .....	7.22	15.58	1.51	24.31
Amboy Division .....	Passenger Engines .....	6.66	9.57	.99	17.22
	Distributing " .....	1.38	10.07	.94	12.39
	Freight " .....	6.43	12.03	1.28	19.74
Belvidere Division .....	Passenger Engines .....	4.20	13.44	1.36	19.00
	Distributing " .....	1.69	11.41	1.30	14.40
	Freight " .....	5.14	13.62	1.38	18.04
PHILADELPHIA AND ERIE RAILROAD.					
Eastern Division .....	Passenger Engines .....	12.63	6.23	.55	19.41
	Distributing " .....	3.98	8.21	.83	12.91
	Freight " .....	5.69	10.25	.67	16.61
Middle Division .....	Passenger Engines .....	8.44	5.69	.44	14.57
	Distributing " .....	5.04	9.82	.80	15.66
	Freight " .....	8.25	10.86	.67	19.77
Western Division .....	Passenger Engines .....	6.10	5.60	.52	12.22
	Distributing " .....	5.09	8.80	.31	15.37
	Freight " .....	9.41	9.85	.73	19.99

## CONDITION OF LOCOMOTIVES.

	Penna. R. R. Division.	U. R. R. of N. J. Division.	Phila. & Erie Division.	Totals.
In service in good working order.....	487	136	89	712
"    "    requiring repairs.....	70	74	42	186
"    shop under general repairs.....	62	29	5	96
"    "    "    slight    "    .....	35	19	6	60
"    "    rebuilding.....	6			6
Condemned and cut up.....			8	8
Leased—Williamsburg Branch.....	1			1
"    S. and M. Pt. R. R.....	1			1
"    Philadelphia and Newtown R. R.....		1		1
Totals.....	662	259	150	1,071

## GREATEST MILEAGE WITH FREIGHT TRAINS.

DIVISIONS.	No. of engine.	Mileage.
Pennsylvania Railroad.....	528	48,282
United Railroads of New Jersey.....	693	35,978
Philadelphia and Erie Railroad.....	1,030	33,954

## GENERAL AVERAGE MILEAGE WITH FREIGHT TRAINS.

DIVISIONS.	Mileage.
Pennsylvania Railroad.....	24,643
United Railroads of New Jersey Division.....	17,106
Philadelphia and Erie Railroad.....	22,870

## GREATEST MILEAGE WITH PASSENGER TRAINS.

DIVISIONS.	No. of Engine.	Mileage.
Pennsylvania Railroad.....	668	59,054
United Railroads of New Jersey.....	662	60,898
Philadelphia and Erie Railroad.....	1,002	49,563

## GENERAL AVERAGE WITH PASSENGER TRAINS.

DIVISIONS.	Mileage.
Pennsylvania Railroad.....	23,722
United Railroads of New Jersey.....	23,005
Philadelphia and Erie Railroad.....	28,331

## MILEAGE OF LOCOMOTIVES.

DIVISIONS.	Passenger.	Freight.	Distribut'g.	Total.
Pennsylvania Railroad, 1873...	3,060,185	12,444,635	606,495	16,111,315
"    "    1872.....				13,915,131
Increase.....				2,196,184
U. R. R. of N. J., 1873.....	2,599,545	2,531,776	380,744	5,512,065
"    "    1872.....				4,405,497
Increase.....				1,106,568
Phila. and Erie R. R., 1873.....	626,568	2,136,827	111,486	2,874,881
"    "    1872.....				2,912,351
Decrease.....				37,470

## COST OF REPAIRS, FUEL, AND STORES.

DIVISIONS.	Repairs.	Fuel.	Stores.	Total.
Penn'a R. R., 1873.....	\$790,169 27	\$1,159,138 37	\$136,685 94	\$2,085,993 58
" " 1872.....	1,137,011 82	882,159 79	112,610 03	2,131,781 64
Increase .....		\$276,978 58	\$24,075 91	.....
Decrease .....	\$346,842 55			\$45,788 06
U. R. R. of N. J., 1873	329,542 15	710,345 83	73,551 82	1,113,439 80
" " 1872...	372,521 12	569,279 79	53,792 13	995,593 04
Increase .....		\$141,066 04	\$19,759 69	\$117,846 76
Decrease .....	\$42,978 97			.....
Phila. & Erie R.R. 1873	230,938 63	267,101 08	19,015 12	517,054 83
" " " 1872...	222,047 39	234,165 34	20,171 15	476,383 88
Increase .....	\$8,891 24	\$32,935 74		\$40,670 95
Decrease .....			1,156 03	.....
Entire line, 1873.....	1,350,650 05	2,136,585 28	229,252 88	3,716,488 21
" " 1872.....	1,731,580 33	1,685,604 92	186,573 31	3,603,758 56
Increase .....		\$450,930 36	\$42,679 57	\$112,729 65
Decrease .....	380,930 28			.....

## COST OF REPAIRS, FUEL, AND STORES, PER-100 MILES.

DIVISIONS.	Repairs.	Fuel.	Stores.	Total.
Pennsylvania R. R., 1873.....	4.90	7.19	.85	12.94
"    "    1872.....	8.16	6.33	.81	15.30
Increase.....		.86	.04	
Decrease.....	3.26			2.36
United Railroads of N. J., 1873.....	5.98	12.89	1.33	20.20
"    "    "    1872.....	8.50	12.95	1.22	22.67
Increase.....			.11	
Decrease.....	2.52	.06		2.47
Philadelphia and Erie R. R., 1873.....	8.03	9.29	.66	17.98
"    "    1872.....	7.62	8.04	.69	16.35
Increase.....	.41	1.25		1.63
Decrease.....			.03	
Entire Line, 1873.....	5.51	8.72	.93	15.16
"    "    1872.....	8.15	7.94	.87	16.96
Increase.....		.78	.06	
Decrease.....	2.64			1.80

## GENERAL AVERAGE CONSUMPTION OF FUEL AND STORES.

Divisions.	Pounds coal to one mile.	Quarts oil to one hundred miles.	Pounds waste to one hun- dred miles.	Pounds tallow to one hun- dred miles.
Penn'a R. R., 1873.....	74.5	3.3	1.9	2.9
" " 1872.....	72.0	2.9	1.7	2.6
Increase over 1872.....	2.5	0.4	0.2	0.3
U. R. R. of N. J., 1873..	54.6	4.9	3.3	3.6
" " 1872..	56.9	5.1	2.8	2.9
Increase over 1872.....	.....	.....	0.5	0.7
Decrease under 1872...	2.3	0.2	.....	.....
Phila. & E. R. R., 1873	86.4	2.9	1.5	2.3
" " 1872...	83.2	2.6	1.6	2.4
Increase over 1872.....	3.2	0.3	.....	.....
Decrease under 1872...	.....	.....	0.1	0.1

COST OF REPAIRS PER MILE RUN, PENNSYLVANIA RAILROAD  
DIVISION.

YEAR.	Cost per mile run.
1867.....	13.74 cents.
1868.....	12.00 "
1869.....	11 "
1870.....	9.11 "
1871.....	8.00 "
1872.....	8.10 "
1873.....	4.00 "

WORK DONE ON LOCOMOTIVES AT THE COMPANY'S MACHINE  
SHOPS.

	Penn'a R. R. Division.	U. R. R. of N. J. Division.	P. & E. R. R. Division.	Totals.
Locomotives built entirely new.....	64	1	5	70
"      "      "      "      P. & E. R. R.....	4			4
"      had general repairs.....	210	82	55	347
"      "      slight      "      .....		642	282	924
"      new steel fire-boxes.....	64	1	4	69
"      "      "      "      P. & E. R. R....	4			4
"      had new steel fire-boxes built.....	10		1	11
"      "      half steel fire boxes built...	1			1
"      new steel boilers.....	64		2	66
"      "      "      P. & E. R. R.....	4			4
"      had new steel boilers built.....	1			1
"      "      iron      "      "      .....		1		1
"      "      half iron boilers built.....		4		4
"      new iron boilers.....		1	2	3

## WHEELS AND AXLES USED.

DIVISIONS.	AXLES.			WHEELS.
	Iron.	Steel.	Total.	
Pennsylvania Railroad.....	4,877	5,989	10,866	43,791
United Railroads of New Jersey.....	722	358	1,080	11,429
Philadelphia and Erie R. R.....	1,400	273	1,673	5,843
Totals.....	6,999	6,620	13,619	61,063

## TIRES USED.

	P. R. R. Division.	U. R. R. of N. J. Division.	P. & E. Division.	Total.
Steel tires for new locomotives.....	690	4	18	712
"    "    renewals.....	123	40	53	216
Chilled tires for new locomotives.....	144	.....	12	156
"    "    renewals.....	150	.....	9	159
Totals.....	1,107	44	92	1,243





# PHILADELPHIA & ERIE RAILROAD

(Pennsylvania Railroad Co. Lessee).

Office of the General Superintendent,  
Williamsport, Pa., January 1st, 1874.

A. J. CASSATT, Esq.,  
General Manager Pennsylvania Railroad.

DEAR SIR:—The operations of the Philadelphia and Erie Railroad for the year ending December 31st, 1873, have been as follows:

## GROSS EARNINGS.

General freight,	-	-	\$3,042,806	00
Miscellaneous freight,	-	-	73,880	60
				<u>\$3,116,686 60</u>
First class passengers,	-	-	\$627,884	91
Emigrant passengers,	-	-	4,735	39
Express,	-	-	41,189	10
U. S. mails,	-	-	80,748	41
Miscellaneous passengers,	-	-	10,488	73
				<u>715,046 54</u>
Rents,	-	-	-	10,334 06
				<u>\$3,842,067 20</u>

## EXPENSES.

Conducting transportation,	-	-	\$872,256	99
Motive power,	-	-	962,781	49
Maintenance of way,	-	-	1,179,882	33
Maintenance of cars,	-	-	398,390	03
				<u>\$3,413,310 84</u>
Net earnings,	-	-	-	<u>\$428,756 36</u>

The earnings and expenses of 1873, as compared with those of 1872, are:

	Earnings.	Expenses.	Net earnings.
1872 .....	\$3,980,752 87	\$3,388,015 91	\$692,736 96
1873 .....	3,842,067 20	3,413,310 84	428,756 36
Increase .....		125,294 93	.....
Decrease .....	138,685 67	.....	263,980 60

In detail are:

#### EARNINGS.

	Freight.	Passengers.	Mails.	Expresses.	Incidentals.
1873 .....	\$3,042,806 00	\$632,620 30	\$30,748 41	\$41,180 10	\$61,703 30
1872 .....	3,177,548 92	647,274 09	27,573 20	44,917 87	83,488 79
Increase .....	.....	.....	3,175 21	.....	11,264 60
Decrease .....	134,742 92	14,653 79	.....	3,728 77	.....

#### EXPENSES.

	Conducting Transportation.	Motive Power.	Maintenance of Way.	Maintenance of Cars.
1873 .....	\$372,356 99	\$962,781 49	\$1,179,882 33	\$398,390 03
1872 .....	341,298 21	915,755 45	1,192,943 07	338,019 18
Increase .....	30,958 78	47,026 04	.....	60,370 85
Decrease .....	.....	.....	13,060 74	.....

#### MAINTENANCE OF WAY.

The expenses in this department amount to \$1,179,882 33, or 34 $\frac{17}{100}$  per cent. of gross expenses, and are \$13,060 74 less than those of 1872.

The following quantities of materials have been used during the year :

	Eastern Division.	Middle Division.	Western Division.	Totals.
Tons iron rails, construction....	235	119	288	642
"      "      renewals .....	3,353	4,345	2,306	10,004
" steel rails, " .. ....	343	207	494	1,044
Pounds spikes, construction....	18,715	3,250	24,390	46,355
"      "      renewals.....	82,951	78,250	56,766	217,967
Number chairs, " .....			54	54
"      "      construction....	541	33	97	671
" stop chairs, ".....	170		1,820	1,990
"      "      " renewals...	11,192	5,373	9,204	25,769
Sets iron splices, " ...	10,700	14,229	11,939	36,868
"      "      construction...	987	223	1,144	2,354
" steel "      " .. ....		600		600
"      "      " renewals.....	1,278			1,278
Number cross-ties, " .....	51,271	38,824	39,822	129,917
"      "      construction..	8,762	1,106	6,126	15,994
Sets switch-ties, " ..	22	7	17	46
"      "      renewals.....	24	10	33	67
Frogs, " .....	93	73	49	215
"      construction..	26	10	43	79

The extension of sidings has been  $15\frac{31}{100}$  miles, as follows:

LOCATION.	FEET.
Sunbury.....	1,485
Watson town.....	410
Williamsport Lumber Branch.....	400
Williamsport.....	829
Rocton (Linden Line).....	2,015
Jersey Shore.....	2,656
Lock Haven.....	1,293
Lock Haven, Western Connection B. E. V. R. R.....	694
Whetham.....	3,000
Renovo.....	685
Emporium, B. N. Y. & P. R. R. Connection.....	1,119
" Ware House Siding.....	1,072
West Creek.....	78
Clarion.....	2,042
Cummings.....	99
Mays.....	1,090
Ludlow.....	1,295
Warren, Round House.....	1,115
" Newbold's.....	358
Garland, Oil Siding.....	1,776
" Howe's.....	370
Corry, Howard's near.....	170
Waterford.....	768
Erie Harbor.....	5,285
" " Canall Bros'.....	127
" " Burton Bros', Tenth Street.....	444
" " Third Rail on Coal Pier.....	248
Erie Outer Depot.....	1,741
To al by Maintenance of Way Department.....	32,660
Total by P. and E. R. R. Co. Construction Department.....	48,206
Total.....	80,866

Or  $15\frac{31}{100}$  miles.

Length of main track in use,	287,510	Miles.
Length of sidings,	100,829	"
Length of double track,	28,550	"
Length of private sidings,	14,100	"
Total length of track in use,	431,000	"

The renewals of bridge superstructure during the year were 441 feet of Howe truss built and arched, 108 feet Lineal Stringer bridges, and 83 feet lineal of Phoenix girders.

## CONDUCTING TRANSPORTATION.

The amount charged to this department was \$872,256 99, or 25<sup>56</sup>/<sub>100</sub> per cent. of gross expenses, and is in excess of that of 1872, \$30,958 78.

The establishment of additional telegraph offices to facilitate operations, an increase of amount paid brakemen, required by the increased tonnage of the first five months of the year, an increase in amount paid for clerical services and stationery, being a proper proportion of the general expenses of the accounting department due to the business of this division, with an amount charged to this department that has been previously included in other departments, account for the increase in operating this department.

The loaded cars passing Kane and Renovo were as follows :

	1873.	1872.	Increase.	Decrease.
Renovo, Eastward.....	53,839	52,470	1,369	.....
"    Westward.....	48,270	46,558	1,712	.....
Kane, Eastward.....	47,133	46,269	864	.....
"    Westward.....	40,134	45,675	.....	5,541
Increase.....	.....	.....	3,945	.....
Decrease.....	.....	.....	.....	5,541
Total decrease.....	.....	.....	.....	1,596

A total decrease in car movement of 1,596 as compared with 1872, passing Renovo and Kane, an increase of 3,081 cars passing Renovo, showing an increase in the local business of the Middle Division, chiefly due to the trade to and from the B. N. Y. & P. R. R.; with a decrease of 5,541 cars passing Kane, due to the falling off of the hard coal and through west-bound traffic.

The total tonnage was 2,164,246 tons, equal to 268,091,431 tons moved one mile, against 2,028,568 tons in 1872, with a ton mileage of 266,643,107, equivalent to 932,491 tons over the whole length of line.

## PASSENGER BUSINESS.

	1873.	1872.	Decrease.
Passengers carried one mile.....	20,257,570	20,522,940	265,371

Equal to 70,436 over whole road, the total number carried during the year being 777,273, or 62,520 less than in 1872, with an average distance travelled by each passenger of  $26\frac{6}{100}$  miles, against  $24\frac{13}{100}$  miles in 1872.

## MOTIVE POWER.

The expenses in this department for 1873, were \$962,781 49, or  $28\frac{2}{10}$  per cent. of gross expense, being \$47,026 04 in excess of those of 1872. The engine mileage has decreased  $1\frac{20}{100}$  per cent., costing per mile run  $36\frac{2}{100}$  cents as against  $31\frac{1}{10}$  cents in 1872. There were  $120\frac{7}{100}$  tons paying freight moved for each freight engine mile run, as against  $119\frac{62}{100}$  tons in 1872.

The mines on the line of the road from which coal was obtained, having partially suspended operations during the first four months of the year 1873, necessitated the obtaining of a full supply from those more remote at a largely increased cost. The renewing of the pipes that supply the tanks of several of the principal water stations, rendered necessary by the decay of those originally laid, and an increase in repairs to locomotives, due to increase in rolling stock, account for the increase in expenses in this department.

The total number of locomotives December 31st, 1873, was 150, there having been added during the year 20 locomotives.

There were added to Erie shops during the year one 48 inch boring mill, one 80 inch double-headed driving wheel lathe; to Renovo shops one 20 inch lathe, two 18 inch lathes, one 48 inch boring mill, one 84 inch boring mill, one large grindstone and emery wheels, one cold iron cutting machine; to Sunbury shops, one 30 inch lathe, one 48 inch boring mill, one wheel press, and one nut tapper.

The wheel foundry at Renovo shops was closed May 1st, 1873.

The total passenger equipment December 31, 1873, was 77 cars, there having been six new cars added during the year.

The total freight equipment amounted to 3,388 cars—53 box, 8 caboose, and 205 gondolas, having been added during the year.

The equipment of the Maintenance of Way Department amounts to 374 cars of all descriptions—4 box and 1 8-wheeled derrick car having been added.

## MILEAGE OF LOCOMOTIVES.

	Passenger.	Freight.	Distributing.	Totals.
Eastern Division.....	234,731	657,652	38,658	931,041
Middle " .....	205,632	727,634	30,173	963,439
Western " .....	186,205	751,541	42,655	980,401
Total 1873.....	626,568	2,136,827	111,486	2,874,881
1872 { Deducting L. C. & S. C. R. R. mileage was included in 1872. }	663,542	2,137,205	111,604	2,912,351
Decrease.....	36,974	378	118	37,470

## COST OF REPAIRS, FUEL, AND STORES.

	Repairs.	Fuel.	Stores.	Totals.
Eastern Division.....	\$70,425 63	\$84,964 35	\$5,997 43	\$161,387 41
Middle " .....	77,720 73	93,905 07	6,161 69	177,787 49
Western " .....	82,792 27	88,231 66	6,856 00	177,879 93
1873—Totals.....	230,938 63	267,101 08	19,015 12	517,054 83
1872 { L. C. & S. C. R. R. not included. }	222,047 39	234,165 34	20,171 15	476,383 88
Increase.....	8,891 24	32,935 74		
Decrease.....			1,156 03	
Total increase.....				40,670 95



## GENERAL AVERAGE COST PER 100 MILES RUN.

	Repairs.	Fuel.	Stores.	Totals.
Eastern Division.....	7.38	9.14	64	17.16
Middle    "    .....	8.08	9.79	64	18.51
Western    "    .....	8.59	8.95	70	18.24
Entire road.....	8.03	9.29	66	17.98

## MAINTENANCE OF CARS.

The expenses charged to this Department amount to \$398,390 03 or 11 $\frac{67}{100}$  per cent. of gross expense, being \$60,370.85 in excess of those of 1872.

To put the freight equipment in condition to meet an anticipated increase in tonnage, it was deemed advisable to rebuild the vacant numbers of cars destroyed and condemned during previous years, and to put the remainder of the stock in order for any emergency ; and the expense incurred accounts for the increase in the expenses of this Department.

## MISCELLANEOUS.

## EXHIBIT OF PASSENGER TRAFFIC FOR 1873.

	Mileage.	Passengers moved one mile.		Receipts.		Expenses.		Net Loss.	
		Total.	Per engine mile.	Total.	Per passenger mile.	Total.	Per passenger mile.	Total.	Per passenger mile.
1873 .....	654,439	20,257,570	31	\$713,759 28	3 1/1000	\$770,396 88	3 4/1000	\$56,637 60	3 1/1000

## EXHIBIT OF FREIGHT TRAFFIC FOR 1873.

	Mileage.	Tons moved one mile.		Receipts.		Expenses.		Net earnings.	
		Total.	Per engine mile.	Total.	Per ton mile.	Total.	Per ton mile.	Total.	Per ton mile.
1873 .....	2,220,442	268,091,431	120 1/1000	\$3,065,909 67	1 1/4000	\$2,590,849 77	3 6/1000	\$475,059 90	1 1/1000

## EXHIBIT OF TOTAL WORKING OF ROAD FOR 1873.

	Mileage.	Proportion of mileage.		Receipts.	Expenses.	Net earnings.	Per cent. cost of working Road.	Phila. and Erie Railroad Proportion.
		Passenger.	Freight.					
1873 .....	2,874,881	22 7	77 3	\$3,842,067 20	\$3,413,310 84	\$428,756 36	88 1/10	\$428,756 36

On the first of August, 1873, the gross earnings of the road showed an increase over corresponding months of 1872, of \$190,353 86.

On that date the competition in west-bound freight led to a reduction in rates that diverted a large amount of tonnage to other lines and netted to this Company a less rate for that moved than had been previously received. This continued until early in September. On the 21st of September the financial panic occurred, which resulted in reducing the gross receipts about 20 per cent. from that date to the close of the year—the gross receipts being \$329,039 53 less than for the corresponding period in 1872. The expenses of operating for the same time were reduced \$182,477 49.

On the first of March, Mr. Frank Thomson, Supt. Eastern Division, was transferred to the Pennsylvania R. R., to assume the duties of Supt. of Motive Power of that line, and Mr. Thomas Gucker placed in charge of the Eastern Division as its Superintendent. Mr. Theo. N. Ely was appointed Supt. of Motive Power of the P. & E. R. R. Division, and the position formerly held by him of Assistant Supt. was discontinued.

Mr. J. E. Houston was appointed General Freight Agent of P. & E. R. R. Division, and on his decease, Mr. D. C. Hough was appointed his successor March 17th, 1873.

January 7th, a water tank at Scabonda was burned.

January 9th, the telegraph office at Johnsonburg was burned.

March 17th, the despatcher's office at Sunbury took fire and was destroyed.

May 6th, Ritchie's bridge No. 86 was destroyed by fire.

May 14th, the new station house at Kane was destroyed by fire.

May 15th, the freight house at Lewisburg Junction was burned.

May 26th, a building occupied by track men at Dewart was destroyed by fire.

June 18th, a building at Union used as an oil house was consumed by fire.

June 29th, the Linden Line was opened for the passage of freight trains, thereby avoiding the passage through and the delays incident thereto, in Williamsport yard.

August 6th, the Eastern extension of Bennett's Branch of the Allegheny Valley R. R. was opened for business, from its connection with Philadelphia & Erie R. R. at Driftwood Station to Baris.

September 15th, a water tank on siding at Scabonda was burned.

During the early part of the year, from land slides and obstructions on the track, caused by grading for double track between Driftwood and Renovo, numerous detentions were caused to passenger trains. With these exceptions the business of the road was carried on with more than usual promptness and regularity, reflecting credit on the officers and employes of the several divisions for the care and energy displayed in the discharge of their duties.

Respectfully submitted,

WM. A. BALDWIN,

*General Superintendent Philada. & Erie R. R. Division.*



706

1/18/08

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**TWENTY-EIGHTH**

**ANNUAL REPORT**

OF THE

**Board of Directors**

OF THE

**Pennsylvania Railroad Co.**

TO THE

**STOCKHOLDERS,**

**MARCH 9th, 1875.**

*Phila. & Erie R.R.*  
*Sept. 1875*

**PHILADELPHIA:**

**E. C. MARKLEY & SON, PRINTERS, 422 LIBRARY STREET.  
1875.**



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1875.





DIRECTORS  
OF THE  
**Pennsylvania Railroad Company**  
FOR THE  
YEARS 1875 and 1876.

-----  
**BY THE STOCKHOLDERS.**

THOMAS A. SCOTT,	SAMUEL M. FELTON,
JOSIAH BACON,	ALEXANDER BIDDLE,
WISTAR MORRIS,	N. PARKER SHORTRIDGE,
JOHN M. KENNEDY,	HENRY M. PHILLIPS,
ALEXANDER J. DERBYSHIRE,	JOHN SCOTT, Pittsburgh.

**BY THE CITY OF PHILADELPHIA.**

GEO. MORRISON COATES,                      ALEXANDER M. FOX,  
WILLIAM ANSPACH.

**BY THE BOARD.**

GEORGE B. ROBERTS,      EDMUND SMITH,      A. J. CASSATT.

-----  
*President,*

THOMAS A. SCOTT,

*Vice-Presidents,*

GEORGE B. ROBERTS,      EDMUND SMITH,      A. J. CASSATT.

*Assistants to the President,*

STRICKLAND KNEASS,      JOHN P. GREEN,      J. N. DuBARRY.

*Treasurer,*

BAYARD BUTLER.

*Secretary,*

JOSEPH LESLEY.

*General Solicitor,*

WILLIAM J. HOWARD.



# ANNUAL MEETING.

---

*Philadelphia, March 9, 1875.*

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held at 10 o'clock, A. M., at Musical Fund Hall.

The Hon. William S. Stokley, Mayor of Philadelphia, was called to the chair, and John P. Green was appointed Secretary.

The Secretary read the call of the meeting as follows :

“ OFFICE OF THE PENNSYLVANIA RAILROAD CO.

*Philadelphia, February 16, 1875.*

The Annual Meeting of the Stockholders of this Company will be held on Tuesday, March 9th, 1875, at 10 o'clock, A. M., at Musical Fund Hall, Locust Street above Eighth, Philadelphia.

The Annual Election for Directors will be held on Tuesday, March 23d, 1875, at the Company's General Office.

JOSEPH LESLEY, *Secretary.*”

The Annual Report of the President and Board of Directors for the year 1874 was read.

Mr. M. Hall Stanton offered the following resolution :

“ *Resolved*, That the Report of the Board of Directors for the year 1874 be, and the same is, hereby accepted and adopted, and that it be published in pamphlet form for the information of the stockholders, and that the Board of Directors be, and they are,

hereby authorized at their discretion to carry into effect the measures proposed in their report."

The resolution was adopted.

Mr. William A. Stokes offered the following resolutions contained in the report of the Committee of Investigation, presented to the special meeting of stockholders held on the third day of October, 1874:

"In order that the practical operations of this Company may be most successfully managed, its general interests most carefully protected, and its agents instructed in their proper duties, as well as to vindicate our just authority in the control of our own interests, we, the stockholders of the Pennsylvania Railroad Company, do hereby resolve:

"1. That as the source of all authority in the premises, we reserve to ourselves the whole legislative power of the Corporation which is involved in determining the general policy of the Company; the acceptance or refusal of all laws, whether general or special, of the General Assembly of the State of Pennsylvania which may affect our property, rights, or interests; all assumption of liabilities, either as to the leasing of railroads, guaranteeing the payment of the interest or principal of the bonds or other obligations of any other company; guaranteeing of another company's faithful performance of contract, or in any way binding the Company by obligations for or to other railroad corporations other than in the ordinary course of contracts required to be made for the proper management of the business of the road, and all other powers not hereinafter expressly committed to the Directors and Officers.

"2. That we confide to the wisdom and discretion of the Directors the executive functions of carrying out the policy, established from time to time by the shareholders, for managing the interests of the Company to the best possible advantage of its stockholders and

of the people of this State and of the country, as far as they may be affected by their action within the powers committed to them.

"3. That to enable them to do this the more perfectly, and to secure the necessary intelligence, independence, and responsibility in the Board for the good performance of their very responsible duties, we further instruct the Directors to procure the passage of a general law by the General Assembly of the State of Pennsylvania, providing for the election of Directors by the stock-holders of a railroad company, who may receive pay for their services, whenever judicial decisions may have so determined the intent and meaning of the seventeenth article of the new Constitution, that it contains nothing prejudicial to the interests of the Company, or whenever for other reasons the Company may accept any general or special law of the Legislature of the State of Pennsylvania, bringing the Company under and subject to the said seventeenth article. Such law, if obtained, to be submitted to the stockholders for their approval at the next following annual meeting.

"4. That if such an act is obtained and accepted by the stockholders of the Pennsylvania Railroad Company, there shall thereafter be selected from among the Directors elected by the stockholders at each annual meeting, four persons, three of whom shall be skilled in the construction or management of railways, and one of distinguished reputation for financial experience and skill,—one of the above named three shall be elected as President of the Company,—the details of duties being left to the direction of the Directors as a body.

"5. That to secure the nomination of suitable and properly qualified persons for the office of Directors, there shall be appointed at each annual meeting, as it may determine, a committee of seven stockholders of the Company, who shall select and nominate, after conferring with the President, ten persons, due regard being had to

their qualifications, for the office of Directors for the ensuing year ; and that until the passage and acceptance of an act as above described, it shall be the further duty of said committee, after conferring with the President, to select the proper persons, not exceeding four in number, who shall be recommended for election by the Directors as Vice Presidents, in accordance with the present law, and that said committee shall publish the names of the persons so selected in not less than five daily newspapers of the city of Philadelphia, for six days previous to the day of election of such Directors.

“ 6. That in order that the stockholders may have time to examine the annual report, the Directors shall annually hereafter publish such report in at least three daily newspapers of the city of Philadelphia, one week before each annual meeting, and that such report shall be full and complete, embracing a statement of all the facts and results necessary to enable the stockholders to form a proper estimate of the value of their property and a correct judgment of the ability with which their interests have been taken care of by the Directors. That report shall include, not only the operations of the Main Line and Branches of the Pennsylvania Railroad, and of all Railroads leased and operated by this Company, but a sufficiently extended notice of the operations of all the Railroads which this Company directly or indirectly controls.

“ 7. That it shall further be the duty of the Board of Directors, at least annually, and oftener if required, or necessary, to recommend to the stockholders the adoption of such policy or such measures as in their judgment will promote the interests of the Company, with their reasons therefor. That they shall submit with each annual report, or oftener if required, for the approval of the shareholders, estimates for any extraordinary payments or expenses to be made or incurred on the main line or lines leased and directly operated

by your Company, and recommend how the money shall be raised to pay for the same.

"8. That they shall, at the time of making a semi-annual dividend, or at the intermediate six months of their fiscal year, publish a statement showing the gross receipts, expenses, and net revenues of the main line and branches of the Company operated by it, and showing the amount of net revenue applicable to a dividend.

"9. That the credit of this Company may be protected, the Directors are prohibited from incurring any floating debts in the form of bills payable or acceptances, except to meet, and then only for temporary use, expenses for improvements, enlargements, or betterments on the main line and the railroads of the United Companies of New Jersey; and are also prohibited, except by special permission of the stockholders, from loaning the credit of this Company to other companies, excepting such as may own roads controlled by this Company by lease or stock ownership. And further, that all powers or authority heretofore given to the Board, so far as they conflict with the language or the spirit of this resolution, are hereby revoked and annulled.

"AND WHEREAS, The shareholders of the Pennsylvania Railroad Company are convinced that the placing of securities to the value of \$50,000,000 in the consolidated mortgage was unnecessary to give perfect security to the bonds to be issued under that mortgage, and that they do not add to the facility of sale nor to the marketable value of such bonds, and that the mortgage provides for bonds largely beyond any present prospective wants of the Company, and as their presence in this mortgage operates as a bar against the true policy of this Company, viz.: the reduction of the amount of bounded indebtedness and the payment of the floating debt: therefore



*“ Resolved, That the Directors be and are hereby instructed :—*

*“ 1. That the policy of the Company hereafter, in its relations to other companies now controlled by it, shall be—in all cases where it is important for the interests of the Pennsylvania Railroad Company—either to consolidate or effect leases on just terms to both parties, giving the preference to the plan so successfully adopted in many instances by your Company, of leasing roads to be worked at cost, thereby avoiding many complications, and further relieving your treasury from the necessity of holding large amounts of securities, which they are now compelled to keep, in order to retain control of the roads, thus at once releasing securities to the value of many millions of dollars which should be applied as hereinafter recommended.*

*“ 2. That the Directors be and are hereby instructed to conform rigidly to the provisions of the consolidated mortgage by appropriating the proceeds of such securities as are available for sale to the payment of all betterments, improvements, and real estate purchases, for the benefit of the mortgaged premises.*

*“ 3. That the Directors shall, from time to time, sell such available securities as may not be required to pay for betterments, &c., as above, the proceeds whereof shall be invested in the bonds of the Company, that they may be cancelled and the remaining securities the sooner released from the lien of the mortgages.*

*“ 4. That in our opinion, the policy above established will render unnecessary any further issue of bonds under that mortgage, without the formal approval of the stockholders first had and obtained, except the £5,000,000 already issued, or arranged to be issued, and the bonds appropriated under the mortgage to pay off existing bonds as they mature.*

"AND WHEREAS, the interests of your Company may be unfavorably affected by the presence of other stockholders in the Pennsylvania Company : therefore

"*Resolved*, That we recommend to the Directors to adopt such measures as will, in their judgment, secure to the Pennsylvania Railroad Company the absolute and exclusive control of the policy of the Pennsylvania Company."

Mr. James Milliken moved that the debate be upon the resolutions as a whole, and be limited to five minutes for each speaker.

The motion was agreed to.

Mr. Daniel Steinmetz offered the following amendment :

"*Resolved*, Whilst we fully appreciate the great labor and ability which characterize the report of the committee of 'Examination,' we do not agree with them in the policy proposed by their 'Resolutions'; but with entire confidence in the Board of Directors, that they will continue in the future the able management which they have shown in the past, the full direction of the interests of the Pennsylvania Railroad Company is confided to them without restriction or instruction, by this meeting."

Mr. James Milliken offered the following amendment to the amendment :

"WHEREAS, The Board of Directors of the Pennsylvania Railroad Company have adopted many of the suggestions made by the Special Committee of the stockholders as set forth in their report presented at the Special Meeting held on the 3d of October, 1874 :

"AND WHEREAS, The Board announce in the Annual Report, that it is their purpose to adopt all the recommendations of that Committee that may be found of practical value to the Company ; therefore be it

"*Resolved*, That the Stockholders of the Pennsylvania Railroad

Company renew the expression of their thanks to said Special Committee, consisting of Messrs. William A. Stokes, William H. Kemble, A. Loudon Snowden, David E. Small, John S. Irick, William C. Longstreth and John A. Wright, for the full and comprehensive report submitted by them to the special meeting held October 3d, 1874, and that the said Committee be and they are hereby relieved from the further consideration of the subject.

*Resolved*, That the said report, and the resolutions annexed thereto, be and the same are hereby referred to the incoming Board of Directors of the Pennsylvania Railroad Company, with instructions to carry out such of the said resolutions in whole or in part as, in their judgment, shall be for the best interests of the stockholders."

Mr. Steinmetz withdrew his amendment, and Mr. Milliken then offered his resolutions as a substitute for the resolutions offered by Mr. Stokes.

The substitute was adopted.

The Chairman presented the following resolution which had been forwarded to his desk :

*Resolved*, That the Board of Directors be authorized to change the mode of paying the dividends on the stock of the Pennsylvania Railroad Company, from semi-annually to quarterly—after the payment of the next semi-annual dividend."

Mr. Charles H. T. Collis offered the following amendment :

"WHEREAS, It is of the utmost importance to this Company that its capital stock shall be divided amongst the largest possible number of individuals, so that a large number of the people of the Commonwealth may be personally interested in its prosperity.

"AND WHEREAS, Of the 18,000 shareholders of the Pennsylvania Railroad Company, a large majority are persons who depend upon their dividends to meet their current expenses of living, and there-

fore to receive them at short intervals, as they would do if they had invested in some other companies, will tend to keep them upon our lists and induce others to invest with us.

“AND WHEREAS, The payment of quarterly dividends cannot fail to enhance the value of these investments; therefore be it

“*Resolved*, That the Directors be requested to determine the legality and feasibility of dividing the profits of the Company every three months, and if the plan be found legal and practicable, they are hereby authorized and directed to declare quarterly dividends, after the payment of the ensuing May dividend.”

The amendment to the resolution was agreed to, and the resolution as amended adopted.

Mr. Thomas H. Dudley offered the following resolutions:

“*Resolved*, That the Chairman appoint a special committee of seven stockholders of this Company, to confer with the President of the Company for the purpose of selecting and nominating ten persons, due regard being had to their qualifications, for the office of Directors for the ensuing year, and that said committee publish the names of the persons so selected in not less than five daily papers of the City of Philadelphia, on or before the sixteenth day of March next, the election for said directors taking place on the twenty-third of March, at the office of the Company in Philadelphia, and that said Committee are further empowered to confer with the President in like manner on or before January 10th, 1876, for the purpose of nominating Directors to be chosen at the annual election in that year, whose names shall be published in not less than five daily papers of the City of Philadelphia for at least sixty days prior to the date of such election.

“*Resolved*, That the stockholders at each annual meeting are further recommended to appoint a like committee to confer as to the

names of the parties to be submitted for election as Directors, so that said names may be published in like manner for at least sixty days prior to such elections.

*"Resolved, That the committee selected for the nomination of a ticket for Directors, shall have power to fill any vacancies that may occur in their Committee."*

The resolutions were adopted.

Mr. George S. Fox offered the following resolution :

*" WHEREAS, the credit of this Company has been enhanced, and its stockholders and the public enlightened on its affairs by the exhaustive and able report of the Committee of Investigation, which consumed more than seven months of almost constant labor in its preparation, therefore be it*

*"Resolved, That the Committee of Stockholders to be appointed by the Chairman of this meeting for the selection of Directors, be requested to confer with the members of the Investigating Committee, with power to take such action as would be, in their judgment, a proper recognition of their valuable services, and that the incoming Board be requested to carry out any recommendation that they may make."*

The resolution was not adopted.

The Chairman announced the Committee under the resolution of Mr. Dudley, as follows :

MORTON McMICHAEL, *Chairman*,  
DANIEL STEINMETZ,  
ROBERT WHITAKER,  
CHAS. H. T. COLLIS,  
GUSTAVUS REMAK,  
D. B. CUMMINS,  
ALAN WOOD,

---

Mr. Thomas A. Scott moved :

“ That the thanks of the meeting of stockholders be tendered to Hon. William S. Stokley for the courtesy and ability with which he has presided over its deliberations.”

The motion was unanimously agreed to.

On motion, adjourned.

WM. S. STOKLEY,  
*Chairman.*

JNO. P. GREEN,  
*Secretary*



# TWENTY-EIGHTH ANNUAL REPORT.

---

Office of the Pennsylvania Railroad Company.

*Philadelphia, March 9th, 1875.*

To the Shareholders of the

Pennsylvania Railroad Company.

Your Directors submit the following report of the operations of the Company for the year 1874 :

## ALL LINES EAST OF PITTSBURGH AND ERIE.

The total earnings and expenses of your Main Line from Pittsburgh to Philadelphia, including Branch and Leased Lines, and from Philadelphia to New York, including the Delaware and Raritan Canal and Belvidere Delaware Railroad and Flemington Branch, and from the Philadelphia and Erie Railroad, were as follows :

### EARNINGS.

General freights,	-	-	-	-	-	-	\$24,715,418	15
Passengers,	-	-	-	-	-	-	9,259,076	43
Emigrant passengers,	-	-	-	-	-	-	229,892	13
Express matter,	-	-	-	-	-	-	686,022	24
Mails, -	-	-	-	-	-	-	309,646	39
Miscellaneous, -	-	-	-	-	-	-	865,852	70
Canal earnings (Delaware and Raritan Canal),	-	-	-	-	-	-	1,320,519	23
							<hr/>	
							\$37,386,427	27



**EXPENSES.***Excluding all Rentals.*

Conducting transportation, - - -	\$8,618,842 32
Motive power, - - -	5,998,146 37
Maintenance of cars, - - -	1,943,106 80
Maintenance of road, - - -	5,173,434 31
General expenses, - - -	509,802 77
Canal expenses, (Del. and Raritan Canal), -	768,416 64
	<u>\$23,011,749 21</u>
Leaving net earnings 1874, - - -	\$14,374,678 06

## Deduct rentals paid 1874.

Philadelphia and Erie Railroad Company, -	\$1,068,786 27
Belvidere Delaware Railroad Company, -	442,000 11
Other Branch Roads connecting with the Main Line between Philadelphia and Pittsburgh, 543,928 87	<u>\$2,054,715 25</u>
Net earnings after paying rentals, - - -	\$12,319,962 81

Net earnings 1873, - - - \$13,199,551 55

## Deduct rentals paid 1873, Phila-

delphia and Erie Railroad Company, - - -	428,756 36
Belvidere Delaware Railroad Company, - - -	322,310 11
Other Branch Roads, - - -	571,450 80
	<u>\$1,322,517 27</u>
	<u>11,877,034 28</u>

Increase net earnings, Pittsburgh to New York, 1874, -	\$442,928 53
“ “ “ Philadelphia and Erie Railroad, 1874, -	640,029 91
“ “ “ Belvidere Delaware Railroad, 1874, -	119,690 00
Actual increase net earnings all lines east of Pittsburgh, 1874, -	<u>\$1,202,648 44</u>

## ALL LINES WEST OF PITTSBURGH.

The total earnings and expenses of the lines west of Pittsburgh, operated by the Pennsylvania Company or controlled through other organizations in the interests of your Company, for the year 1874, were:

Gross earnings,	-	-	-	-	-	\$25,551,923 99
“ expenses, excluding rentals,	-	-	-	-	-	16,410,896 08
Net earnings 1874,	-	-	-	-	-	\$9,141,027 91
Deduct rentals and interest,	-	-	-	-	-	8,296,689 48
Net profit 1874,	-	-	-	-	-	\$844,338 43

## SUMMARY OF LINES EAST AND WEST OF PITTSBURGH:

Gross earnings all lines, 1874,	-	-	-	-	\$62,938,351 26
“ expenses, excluding rentals, interest, dividends, &c.,	-	-	-	-	39,422,645 29
Net earnings,	-	-	-	-	\$23,515,705 97

## MAIN LINE.

The revenues and expenses of your Main Line between Philadelphia and Pittsburgh, with the following branches—East Brandywine and Waynesburg Railroad, Pennsylvania and Delaware Railway, Columbia Bridge, York Branch, Mifflin and Centre County Railroad, Sunbury and Lewistown Railroad, Bedford and Bridgeport Railroad, Tyrone and Clearfield Railway, Bald Eagle Valley Railroad, Hollidaysburg Branch and Morrison's Cove Railroad, Newry Railroad, Ebensburg and Cresson Railroad, Indiana Branch, Western Pennsylvania Railroad, Southwest Pennsylvania Railway, Lewisburg, Centre and Spruce Creek Railroad, and Danville, Hazleton and Wilkesbarre Railroad—during the year 1874, were: as follows:

**EARNINGS.**

From general freights,	-	-	-	\$17,227,504	69
" passengers, first class,	-	-	-	4,107,752	17
" " emigrant,	-	-	-	151,135	51
" express matter,	-	-	-	373,544	82
" mails, -	-	-	-	193,610	14
" miscellaneous, -	-	-	-	588,824	02
				<u>\$22,642,371</u>	<u>35</u>

**EXPENSES.***Excluding Rentals.*

For conducting transportation,	-	-	-	\$4,635,129	32
" motive power, -	-	-	-	3,535,352	22
For maintenance of cars,	-	-	-	\$1,256,452	76
" " road,	-	-	-	2,859,373	06
For general expenses,	-	-	-	415,210	84
				<u>12,701,518</u>	<u>20</u>

Leaving net earnings 1874, -	-	-	-	\$9,940,853	15
Deduct rentals paid branches,	-	-	-	543,928	87
Net earnings, after paying rentals, -	-	-	-	<u>\$9,396,924</u>	<u>28</u>

The net earnings Pennsylvania Railroad and Branches for 1874, as above stated, were	-	-	-	\$9,396,924	28
Those of 1873 were	-	-	-	9,445,703	74
Showing a decrease in net earnings, 1874,	-	-	-	<u>\$48,779</u>	<u>46</u>

The gross earnings in 1874 were	-	-	-	\$22,642,371	35
And in 1873 were	-	-	-	24,886,008	90
Showing a decrease in gross earnings,	-	-	-	<u>\$2,243,637</u>	<u>55</u>

The gross expenses in 1874 were	-	-	-	\$13,245,447	07
And for 1873, -	-	-	-	15,440,305	16
Showing a decrease in gross expenses,	-	-	-	<u>\$2,194,858</u>	<u>09</u>

Of the above earnings there was received from the 358 miles of Main Line—

In 1874 (56,702 $\frac{1}{10}$ per mile of road),	-	-	-	\$20,299,330 88
In 1873 (62,314 $\frac{1}{10}$ per mile of road),	-	-	-	22,308,481 68
Showing a decrease from Main Line,	-	-	-	<u>\$2,009,150 80</u>

And from the Branch Lines leased and owned by the Pennsylvania Railroad Company, excepting the Philadelphia and Erie Railroad and United Railroads of New Jersey:—

In 1874, 519 miles in length,	-	-	-	-	\$2,343,040 47
In 1873, 511 miles in length,	-	-	-	-	2,577,527 22
Showing a decrease from Branches,	-	-	-	-	<u>\$234,486 75</u>

The gross earnings of branch lines operated by your Company in 1874, as already stated, were	-	-	-	-	\$2,343,040 47
The expenses of operating them, including rents of the leased branches, were	-	-	-	-	2,231,969 76
Showing a net direct profit of	-	-	-	-	<u>\$111,070 71</u>

The sources of revenue in 1874, compared with those of 1873, show as follows :

	<i>Increase.</i>	<i>Decrease.</i>
From general freights	-	\$2,381,050 38
From passengers, first class,	-	61,389 80
From passengers, emigrant,	-	79,393 98
From express matter,	-	76,696 58
From mails,	\$35,322 64	
From miscellaneous,	319,570 55	
Total net decrease, as above,	-	<u>\$2,243,637 55</u>

The expenses in 1874, compared with those of 1873, show as follows :

			<i>Increase.</i>	<i>Decrease.</i>
For conducting transportation,	-	-	-	\$485,082 38
For motive power,	-	-	-	688,178 31
For maintenance of cars,	-	-	-	669,642 77
For maintenance of road,	-	-	-	387,459 14
For general expenses,	-	-	\$35,504 51	
Total net decrease, as above,	-	-	-	<u>\$2,194,858 09</u>

The whole number of passengers carried in 1873 was 5,879,684, and in 1874 was 6,088,103, showing an increase of 208,419.

The average distance travelled by each passenger was  $28\frac{7}{10}$  miles, being  $1\frac{4}{10}$  less than in 1873.

The number of tons of freight moved (including 491,473 tons of fuel and other materials for the Company's use), was 9,118,419 tons, embracing 4,209,337 tons of coal.

It was the previous year 9,998,791 tons, showing a decrease of 880,372 tons or about  $8\frac{8}{10}$  per cent. The decrease in coal tonnage was 318,164 tons.

The actual cost of operating your Railroad including Branch Lines in 1874 was  $58\frac{4}{10}$  per cent. of receipts, and excluding Branch Lines,  $54\frac{2}{10}$  per cent. of receipts.

The net earnings of the Pennsylvania Railroad between Philadelphia and Pittsburgh, and Branches, as already stated, were - - \$9,396,924 28  
To which add interest and dividends received

from Investments, &c.,	-	-	\$4,305,015 96	
Less interest paid on bonds of the Company,				
floating debt, &c.,	-	-	2,514,459 86	
			<u>1,790,556 10</u>	
				<u>\$11,187,480 38</u>

From which deduct two semi-annual dividends	
of 5 per cent. or 10 per cent. per annum, -	\$6,779,688 12
Rent of Harrisburg and Lancaster Railroad, -	132,572 94
State taxes, - - - - -	615,725 83
Instalments paid to the State of Pennsylvania	
on account of principal and interest of	
purchase of the Main Line of Public	
Works, which has thus been reduced from	
\$7,500,000 the amount of original pur-	
chase, to \$5,201,675.41, all of which has	
been paid from the net earnings of the	
Railroad, - - - - -	460,000 00
	<hr/>
	7,987,986 89
	<hr/>
Leaving a surplus net profit for 1874, of - - -	<u>\$3,199,493 49</u>

## THE UNITED RAILROADS OF NEW JERSEY.

The earnings of the United Railroads of New Jersey and Branches, and of the Philadelphia and Trenton Railroad, in all 276 miles of road, were in 1874 :

From general freights, - - -	\$3,713,597 78
" passengers, first class, - - -	4,427,176 14
" " emigrant, - - -	77,021 83
" express, - - -	270,251 03
" mails, - - -	68,121 14
" miscellaneous, - - -	144,801 44
	<hr/>
	\$8,700,969 36

## EXPENSES.

For conducting transportation, - - -	\$2,984,291 53
" motive power, - - -	1,589,626 21
" maintenance of cars, - - -	370,155 62
" " road, - - -	1,291,368 13
" general expenses, - - -	94,591 93
	<hr/>
	\$6,330,033 42
	<hr/>
Leaving net earnings 1874, - - -	<u>\$2,370,935 94</u>

The sources of revenue in 1874, compared with those of 1873 show as follows:

					<i>Increase.</i>	<i>Decrease.</i>
From freights,	-	-	-	-	\$315,366 39	
" passengers,	-	-	-	-		\$155,924 40
" express,	-	-	-	-		1,614 17
" mails,	-	-	-	-	18,610 07	
" miscellaneous,	-	-	-	-	7,791 54	
Total increase,	-	-	-	-	<u>\$184,229 43</u>	

The expenses in 1874, compared with those of 1873, show as follows:

						<i>Decrease.</i>
For conducting transportation	-	-	-	-	-	\$249,619 40
" motive power,	-	-	-	-	-	97,750 54
" maintenance of cars,	-	-	-	-	-	64,734 76
" " road,	-	-	-	-	-	46,101 99
" general expenses,	-	-	-	-	-	3,947 94
						<u>\$462,154 63</u>

The whole number of passengers carried in 1874 was 7,837,317, and in 1873 was 8,003,043, showing a decrease of 165,726, or about 2 per cent.

The average distance travelled by each passenger was  $21\frac{1}{10}$  miles, being  $\frac{2}{10}$  of a mile more than in 1873.

The number of tons of freight moved (including 190,424 tons of fuel and other material for the Company's use), was 3,467,952 tons, embracing 1,521,474 tons of coal.

It was the previous year 3,051,577 tons, showing an increase of 416,375 tons, or about  $13\frac{6}{100}$  per cent.

The actual cost of operating the United Railroads of New Jersey, including Branches, deducting transit duties, rent of Connecting Railway, and interest on property, and excluding Belvidere Division, in 1874, was  $69\frac{2}{100}$  per cent. of the receipts.

**BELVIDERE DELAWARE RAILROAD.**

The earnings of the Belvidere Delaware Railroad, 68 miles, and the Flemington Branch, 12 miles, were in 1874:

From general freights, -	-	-	-	\$1,001,502 43
" passengers, -	-	-	-	197,972 23
" express matter, -	-	-	-	4,123 70
" mails, -	-	-	-	6,274 24
" miscellaneous, -	-	-	-	5,775 45
				<u>\$1,215,648 05</u>

**EXPENSES.**

For conducting transportation, -	-	-	\$242,928 83
" motive power, -	-	-	183,614 78
" maintenance of cars, -	-	-	100,438 14
" " road, -	-	-	246,666 19
			<u>\$773,647 94</u>

Showing balance to credit of Belvidere Delaware Railroad and Flemington Branch, for 1874, -	-	-	\$442,000 11
Deduct interest on bonded and floating debt, taxes, &c., paid by H. B. Ely, Treasurer, Trenton, -	-	-	246,637 49
			<u>Net earnings, -</u>
			<u>\$195,362 62</u>

The sources of revenue in 1874, compared with those of 1873, show as follows:

				<i>Increase.</i>	<i>Decrease.</i>
From freights, -	-	-	-	\$63,274 13	
" passengers, -	-	-	-	2,751 61	
" express matter, -	-	-	-	149 63	
" mails, -	-	-	-	515 26	
" miscellaneous, -	-	-	-	734 66	
				<u>Total increase, -</u>	
				<u>\$67,425 29</u>	



The expenses of operating the same, compared with 1873, show as follows:

	<i>Increase.</i>	<i>Decrease.</i>
Conducting transportation, - - - -		\$6,027 57
Motive power, - - - -		26,674 49
Maintenance of cars, - - - -	\$26,751 54	
Maintenance of road, - - - -		46,314 19
Decrease in expenses, 1874, - -		<u>\$52,264 71</u>

The whole number of passengers carried in 1874 was 414,480, and the average distance travelled by each was 16 $\frac{7}{10}$  miles.

The number of tons of freight moved (including 16,675 tons of fuel and other materials for the Company's use) was 1,473,953, embracing 1,311,696 tons of coal.

It was last year 1,444,573 tons, showing an increase of 29,380 tons, or 2 $\frac{0}{10}$  $\frac{3}{10}$  per cent.

The actual cost of operating the Belvidere Delaware Railroad, including Flemington Branch, in 1874, was 63 $\frac{6}{10}$  $\frac{4}{10}$  per cent. of its receipts.

#### DELAWARE AND RARITAN CANAL.

The earnings of the Delaware and Raritan Canal in 1874 on 44 miles of Canal and 17 miles of feeder, were:

From tolls, - - - -	\$866,093 21	
From steam towing, - - - -	440,180 00	
From miscellaneous, - - - -	<u>14,246 02</u>	\$1,320,519 23

#### EXPENSES.

For maintenance of canal, - - -	\$179,973 18	
" canal operation (including \$46,793 $\frac{2}{10}$ $\frac{2}{10}$ of drawbacks), - - -	210,225 09	
" steam towing, - - - -	<u>378,218 37</u>	\$768,416 64
Leaving net earnings, 1874, - - -		<u>552,102 59</u>
Showing a decrease in net earnings, 1874, - - -		<u>\$154,676 07</u>

The number of tons of freight moved was 2,308,671 tons, embracing 1,548,303 tons of coal.

It was last year 2,754,837  $\frac{638}{2240}$  tons, showing a decrease of 446,166  $\frac{638}{2240}$  tons or about 16  $\frac{2}{10}$  per cent.

The actual cost of operating your Canal was 58  $\frac{19}{100}$  per cent. of its receipts.

The earnings of the Philadelphia and Trenton Railroad and Branches 38 miles, and of the United Railroads of New Jersey and Branches 238 miles, Belvidere Delaware Railroad 68 miles, and Flemington Branch 12 miles, and the Delaware and Raritan Canal 61 miles including feeder, in 1874, were as follows :

Gross earnings United Railroads of New Jersey Division,	-	\$8,700,969	36
"    "    Delaware and Raritan Canal, -	-	1,320,519	23
Total, -	-	\$10,021,488	59
Gross expenses United Railroads, -	-	\$6,330,033	42
"    "    Delaware and Raritan Canal,	768,416	64	
		7,098,450	06
Net earnings from operation of lines, -	-	\$2,923,038	53
Amount received from investments United Railroads,	-	239,614	30
Amount of earnings received from Belvidere Delaware Railroad Company, -	-	195,362	62
		\$3,358,015	45
Amount paid account of dividends, interest, organizations, &c., United Railroads of New Jersey, -	-	3,389,176	45
Loss in operating United Railroads and Canal, -	-	\$31,161	00
<hr/>			
The net profit of the Pennsylvania Railroad after paying interest and dividends, &c., as before stated, was -	-	\$3,199,493	49
From which deduct loss on New Jersey Railroads, -	-	31,161	00
<hr/>			
Leaving as surplus net profit on the whole line from New York to Pittsburgh, after providing for a ten per cent. dividend and interest, &c., -	-	\$3,168,332	49
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## PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad in 1874 were:

From freights, - - - -	\$2,772,813 25
" passengers, - - - -	527,910 68
" express matter, - - - -	38,102 69
" mails, - - - -	41,640 87
" miscellaneous, - - - -	126,451 79
Total, - - - -	<u>\$3,506,919 28</u>

Or about \$12,176<sup>89</sup>/<sub>100</sub> per mile of road.

## EXPENSES.

For conducting transportation, - - -	\$756,492 64
" motive power, - - -	689,553 16
" maintenance of cars, - - -	216,060 28
" maintenance of road, - - -	776,026 93
	<u>\$2,438,133 01</u>

Showing balance to credit of Philadelphia and

Erie Railroad Company, - - -	\$1,068,786 27
Net earnings 1873, - - -	<u>428,756 36</u>
Increase net earnings 1874, - - -	<u>\$640,029 91</u>

The sources of revenue in 1874, compared with those of 1873, show as follows:

	<i>Increase.</i>	<i>Decrease.</i>
From freights, - - - -		\$269,992 75
" passengers, - - - -		104,709 62
" express matter, - - - -		3,086 41
" mails, - - - -	\$10,892 46	
" miscellaneous, - - - -	31,748 40	
Net decrease, - - - -		<u>\$335,147 92</u>

The expenses in 1874, compared with those of 1873, show as follows :

					<i>Increase.</i>	<i>Decrease.</i>
For conducting transportation,	-	-	-	-		\$115,764 35
" motive power,	-	-	-	-		273,228 33
" maintenance of cars,	-	-	-	-		182,329 75
" " road,	-	-	-	-		403,855 40
Total decrease,	-	-	-	-		\$975,177 83

The whole number of passengers carried in 1873 was 777,273, and in 1874, 680,163, showing a decrease of 97,110, or about 12½ per cent.

The average distance travelled by each passenger was  $25\frac{2}{10}$  miles being  $1\frac{4}{10}$  miles less than in 1873.

The number of tons of freight moved (including 146,207 tons of fuel and other materials for the Company's use), was 2,389,377, embracing 800,936 tons of coal.

It was last year 2,356,234 tons, showing an increase of 33,143 tons, or over  $6\frac{5}{10}$  per cent.

The actual cost of working the Philadelphia and Erie Railroad in 1874 was  $69\frac{52}{100}$  per cent. of receipts.

The following table shows the average earnings from freight and passenger traffic, and the cost of moving it per net ton and per passenger per mile on each of the railways worked by the Pennsylvania Railroad Company.

NAME OF RAILROAD.	Average cost of transporting each passenger per mile.	Average earnings from each passenger per mile.	Profit on each passenger per mile.	Average cost of transporting each ton of freight per mile.	Average earnings of transporting each ton of freight per mile.	Average profit in transporting each ton of freight per mile.	Length of Railroad.
Pennsylvania R. R. & Br...	1 <sup>60</sup> / <sub>100</sub>	2 <sup>43</sup> / <sub>100</sub>	0 <sup>83</sup> / <sub>100</sub>	0 <sup>719</sup> / <sub>1000</sub>	1 <sup>255</sup> / <sub>1000</sub>	0 <sup>536</sup> / <sub>1000</sub>	877
New Jersey Lines.....	1 <sup>63</sup> / <sub>100</sub>	2 <sup>72</sup> / <sub>100</sub>	1 <sup>07</sup> / <sub>100</sub>	1 <sup>767</sup> / <sub>1000</sub>	2 <sup>984</sup> / <sub>1000</sub>	0 <sup>117</sup> / <sub>1000</sub>	293
Belvidere Delaware R. R....	2 <sup>63</sup> / <sub>100</sub>	2 <sup>85</sup> / <sub>100</sub>	0 <sup>22</sup> / <sub>100</sub>	0 <sup>828</sup> / <sub>1000</sub>	1 <sup>403</sup> / <sub>1000</sub>	0 <sup>575</sup> / <sub>1000</sub>	80
Philadelphia & Erie R. R...	2 <sup>92</sup> / <sub>100</sub>	3 <sup>07</sup> / <sub>100</sub>	0 <sup>15</sup> / <sub>100</sub>	0 <sup>657</sup> / <sub>1000</sub>	0 <sup>941</sup> / <sub>1000</sub>	0 <sup>284</sup> / <sub>1000</sub>	288

The foregoing statements taken from the records of the Company show in the simplest possible form the earnings and expenses of your lines, and the revenues derived from the various roads and interests of the Company. The general depression in the business of the country continued during the whole of 1874. The result as shown upon the traffic of the lines, has been a diminution in the tonnage of the Main Road of 880,372 tons, being a decrease of 8<sup>8</sup>/<sub>10</sub> per cent. as compared with the traffic moved in 1873, and a consequent reduction in revenue. Large reductions have however been made in the expense of maintaining and operating your lines, thus enabling your Board of Directors to present results which they trust will be satisfactory to every shareholder.

It will be seen that from the net earnings of the lines owned and operated by your Company east of Pittsburgh and Erie, through to New York, including the Delaware and Raritan Canal, and from the income derived from securities and other assets of your Company, the total amount after paying working expenses that was available for interest, rentals and dividends was \$19,114,670.94, as follows:

Net earnings Pittsburgh to New York, including Philadelphia and Erie Railroad, Branch Lines, and Delaware and Raritan Canal, - - - - - \$14,374,678 06

Interest and dividends received from investments Pennsylvania Railroad Company, - 4,305,015 96

Interest from investments received with the lease of the United Railroads and Canal of New Jersey, - - - - - 239,614 30

Earnings received from Belvidere Delaware Railroad Company after paying interest, &c., - - - - - 195,362 62

Total amount available for rentals, interest, and dividends, \$19,114,670 94

Out of which have been paid :

Interest on bonded and floating debt Pennsylvania Railroad Company, - - - \$2,514,459 86

Rental paid Philadelphia and Erie Railroad, 1,068,786 27

Rental paid Belvidere Delaware Railroad, 442,000 11

Branch Roads connected with the Main Line Pennsylvania Railroad, - - - 543,928 87

Rent Harrisburgh and Lancaster Railroad, - 132,572 94

Dividends and interest, &c., paid on account of lease of United Railroads and Canal of New Jersey, - - - - - 3,389,176 45

Taxes paid State of Pennsylvania, - - 615,725 83

Paid State of Pennsylvania on account purchase of Main Line, - - - 460,000 00

Two semi-annual dividends on Pennsylvania Railroad stock, 5 per cent. each, May and November, 1874, - - - - - 6,779,688 12

\$15,916,338 45

Leaving surplus net profit as before stated of, - - \$3,168,332 49  
which has been transferred to profit and loss account.

Surplus net profits from the same sources in 1873, - - 1,513,077 44

being an increase over 1873 of - - - - \$1,655,255 05

The actual earnings from freight on

your Main Line have been	-	1.255	cents per ton per mile.
The cost of moving it,	-	.719	" "

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Showing a net earning of	-	.536	" "
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The average earnings from freight traffic in 1873, were 1.41 cents per ton per mile, from which it will be seen that the public have received the whole benefit of the reduction to this low average charge for 1874.

The average earnings from freight on

the New Jersey Line, have been	-	2.084	cents per ton per mile.
The cost of transportation,	-	1.767	" "

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Showing a net profit,	-	.317	" "
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The average earnings from freight on

Belvidere and Delaware Division			
have been	-	1.431	" "
The cost of movement,	-	.828	" "

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Giving a net profit of	-	.603	" "
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The average earnings from the Philadelphia and Erie Division have

been	-	.941	" "
The cost of transportation,	-	.657	" "

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Showing a net earning of	-	.284	" "
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These results in the cost of transportation of freights will, we think, compare most favorably with those of any line in this country or elsewhere. They are due first, to the large volume of traffic moved and second, to the great economies consequent upon so much of your Main Line being laid with steel rails, the possession of first class equipment by all your roads, and the general reductions that have

taken place in working expenses, especially in the cost of material and supplies used by your Company. It is hoped that with the revival of business, which would give a greatly increased volume of trade, these results may be maintained in the future.

By reference to the report of the General Manager it will be found that there had been laid during the year on your Main Line 10,422 tons of steel rails, and on the several branches and sidings 827 tons, all of which have been charged to operating expenses. Up to the 1st of January 1875, there had been laid in the main tracks of your Main Line 76,320 tons, or 725 miles of steel rails; in main tracks of Branch Roads 1,584 tons, and in third and fourth tracks and sidings on your Main Line and Branches 6,887 tons, being a total of 84,791 tons of steel rails now in use. During 1875 there will be laid a sufficient amount in addition to complete the entire double track of your Main Line from Philadelphia to Pittsburgh.

During the summer of 1875 a new iron double track bridge will be completed across the Delaware River at Trenton, and a double roadway with iron superstructure at the same point. This will add greatly to the facilities of the transportation department. The total freight traffic carried between Pittsburgh

and Philadelphia in 1874, was	-	-	- 9,118,419 tons
The total freight traffic carried between Pittsburgh			
and Philadelphia in 1873, was	-	-	- 9,998,791 "

Showing a decrease in 1874 of	-	-	880,372 tons
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or  $8\frac{8}{10}$  per cent. This decrease has been on westward bound through traffic, and in local traffic both east and west; the through eastward traffic having increased nearly 22 per cent.

The United Railroads of New Jersey show an increase in freight tonnage moved of  $14\frac{83}{100}$  per cent., which is mainly due to the large increase in through and local business eastward.



The Delaware and Raritan Canal shows a decrease

in net earnings of	-	-	-	-	\$154,676 07
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caused largely by a falling off in coal, lumber and other heavy traffic consequent upon the depressed condition of trade. Notwithstanding this it will be noted that the United Railroads and Canal of New Jersey show very gratifying results as compared with those of 1873, having met every liability under the lease except \$31,161, while in 1873 the net loss under the lease was \$685,689.70.

The passenger traffic of your Main Line shows an average reduction of  $1\frac{4}{10}\%$  per cent. in the number of miles travelled as compared with 1873, the first class and emigrant business showing a decrease, and the commutation and local business a gratifying increase. The latter is also the case on the New Jersey Division.

The expenditures for construction and equipment on your Main

Line between Pittsburgh and New York in 1873, were	-	\$10,906,155 00
In 1874, were	- - - - -	3,430,498 33

Showing a reduction of	- - - - -	\$7,475,656 67
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The advances for construction to Branch and Auxiliary Lines

in 1873, were	- - - - -	\$4,580,941 83
In 1874, were	- - - - -	1,177,686 66

Showing a reduction of	- - - - -	\$3,403,254 67
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The amount estimated as needful for construction and equipment purposes in 1875, to complete works now in progress, and fulfil engagements made with Branch and Connecting Roads, will be:

On your Main Line and New Jersey Divisions, including Delaware and Raritan Canal,	- - - - -	\$1,911,800 00
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For completion of the Columbia and Port Deposit Railroad; advances to the Philadelphia and Erie Railroad, to Branch Roads, and other auxiliaries to your Main Line,	- -	1,288,200 00
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Making the total amount required,	- - -	\$3,200,000 00
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The Report of the Pennsylvania Canal Company shows greatly improved results for the year 1874.

The net results for the year being	-	-	-	-	\$147,745 20
The expenditures over receipts in 1873, were	-	-	-	-	317,396 13
Showing a gain for 1874 of	-	-	-	-	<u>\$465,141 33</u>

The coal properties in which your Company is interested show satisfactory results. The Report of the Susquehanna Coal Company for 1874 shows—

Gross earnings, -	-	-	-	-	-	\$1,304,165 03
Expenses, -	-	-	-	-	-	<u>918,276 29</u>
Net earnings, 1874, -	-	-	-	-	-	\$385,888 74
Net earnings, 1873, -	-	-	-	-	-	<u>300,079 28</u>

Showing a gain in net earnings over 1873 of - - \$85,809 46

The Summit Branch and Lykens Valley Companies show the following results :

Gross earnings, -	-	-	-	-	-	\$1,811,689 55
Expenses, -	-	-	-	-	-	<u>1,599,304 90</u>
Net earnings, 1874, -	-	-	-	-	-	\$212,384 65
Net earnings, 1873, -	-	-	-	-	-	<u>333,398 70</u>

Showing a decrease in net earnings for 1874 of - - \$121,014 05

This decrease is owing to decreased production, and to expenditures made on the property to place it in condition for delivering an increased tonnage when trade improves.

The coal properties owned by your Company, or in which it is interested, in the Shamokin and other regions, show the following results for 1874 :

Gross earnings, -	-	-	-	-	-	\$697,309 06
Expenses, -	-	-	-	-	-	<u>624,814 74</u>
Net earnings for 1874, -	-	-	-	-	-	\$72,494 32
Net earnings for 1873, -	-	-	-	-	-	<u>51,055 61</u>
Showing a gain over 1873 of	-	-	-	-	-	<u>\$21,435 71</u>

The expenditures upon these properties have been very large, with the view of getting them into condition to yield greatly increased tonnage and revenue.

It is the purpose of your Company to reorganize all their coal interests and place them under such form of organization as, it is hoped, during the current and succeeding years will secure the most efficient economical working results, and greatly improved returns from these investments.

On the completion of the reorganization of your Company June 1 1874, the floating debt was	-	-	-	\$6,828,450 00
Of this amount there has been paid during the year,				2,688,450 00
Reducing the same December 31, 1874, to				<u>\$4,140,000 00</u>

It is proposed by your Board that the entire floating debt of your Company shall be paid off during 1875, by disposing of securities that are no longer of value for the purpose of controlling the roads by which they were issued.

A negotiation under date May 7, 1874 was concluded for the sale of three millions of pounds sterling of the consolidated 6 per cent. bonds of your Company for the purpose of providing for the construction expenditures of 1874, meeting the second mortgage bonds of your Company maturing March 31, 1875, and other obligations existing at the time of the negotiation. Your Board take great pleasure in stating that these bonds were recently placed upon the London market, and that the whole amount was immediately taken; and the second mortgage bonds are now being paid at par, with accrued interest to date of presentation.

The dividend scrip issued in December 1873, maturing March 6, 1875, is also now being paid with its accrued interest to date of presentation.

Under the consolidated mortgage of July 1, 1873, your Board of Directors disposed of £2,000,000 of bonds in 1873, and of £3,000,000 in 1874. Of the latter however, only £1,000,000 was paid for in 1874, leaving the remaining £2,000,000 to be paid for during 1875. The discount on all of the bonds of your Company that have been sold and paid for previous to January 1, 1875, has been charged to Profit and Loss.

Annexed to this report will be found the General Account of the Treasurer, from which much valuable information may be obtained in relation to the financial condition of the Company. The securities owned by your Company, the par value of which is \$90,629,185, as will be seen by reference to this account of the Treasurer, represent a cost of \$68,542,568.78. Although these securities if forced on the market could not be made to yield in the aggregate the amount at which they stand charged, your Board of Directors have preferred to let them remain on the books at their cost, holding the amounts to the credit of the Contingent Fund and Profit and Loss (\$11,021,643,) as a margin to cover any possible depreciation in their value in the future. The interest received from these securities during the year 1874 was at the rate of about five per cent. per annum upon their cost, the remainder of the interest account being the amounts accrued on sundry open accounts that were settled during the year.

Your Board have closed many of the open accounts that were standing on the books of your Company. The item of bills and accounts receivable, of \$25,979,087.14, in the Treasurer's account for 1873, has thus been reduced to \$11,166,098.99, and your Company is now in possession of bonds, stocks, obligations and cash, to represent such reduction. They hope to be able during the present year to adjust a number of accounts that are yet outstanding.

During the past year the line of railroad extending from Wrights-

ville to York, thirteen miles, known as the Wrightsville, York and Gettysburg Railroad, has become a part of your property. The capital stock and bonds of the original corporation, all of which belonged to your Company by purchase, were cancelled and destroyed, and 6000 shares of the capital stock of the Pennsylvania Railroad Company, amounting at par to \$300,000, were issued in exchange for them, and are now held by your Company.

Your Company being the owner of eight million dollars of preferred stock of the Pennsylvania Company, it was deemed wise by your Board to purchase the remaining stock, which had been issued at par to the Union R. R. and Transportation Company in purchase of their car equipment at its appraised value, and an arrangement was finally consummated by which the holders thereof should receive bonds of the Pittsburgh, Cincinnati and St. Louis Railroad Company, owned by your Company, in exchange for their stock, par for par. Nearly all these stockholders have accepted this arrangement, and it is presumed the owners of the few shares still outstanding will do so, thus giving your Company the entire control of the stock, and placing them in condition to carry out any policy that may be found best for your interests. It will be observed from the tabular statement made relative to the lines west of Pittsburgh, that the net results, after paying all lease and other rentals, interest upon bonded obligations, and liabilities of every nature and kind, for working expenses and operations of the lines, show a surplus profit of \$844,338.43; which sum is more than seven per cent. on the entire capital stock of the Pennsylvania Company.

During the year a change occurred in the management of the Northern Central Railway Company. Mr. J. D. Cameron, who had been President for many years, having tendered his resignation, it was, upon consultation, thought best that the President of your Company should accept that position, and a reorganization was ac-

cordingly effected December 8, 1874. In connection therewith it became necessary to revise the working departments of the Baltimore and Potomac Railroad Company, which has also been done. As the roads of these Companies are both important auxiliaries to your Main Line, and are controlled by your Company, it was deemed advisable to extend the general system of your Company and the control of your general officers over them, and thus secure the greatest economy in working, and the best possible facilities to the public.

The amount due from the Richmond and Danville Railroad Company standing in open account on the books of your Company on July 1, 1874 was \$370,000.00. In order to provide that Company with some iron rails, and the funds necessary to meet part of its outstanding obligations, your Board deemed it wise to aid it to the extent of \$430,000, making in the aggregate, \$800,000, for which this Company has received one million of dollars of consolidated mortgage bonds of that Company, bearing six per cent. gold interest. It is believed that Company is now in good condition, and with its control of roads south of its terminus, and the satisfactory arrangements that now exist with other lines for interchange of business, that it will be able to attract sufficient traffic to enable it to pay the interest on its bonded obligations, rentals and other liabilities; and ultimately become of considerable importance to the lines north of its terminus at Richmond, which your Company control, via Washington to Philadelphia, and via the Northern Central to the North and West.

Mr. William Phillips, the President of the Allegheny Valley Railroad Company, died April 14, 1874. The vacancy caused by his death was filled by the election of Mr. John Scott of Pittsburgh. It was then ascertained that the floating indebtedness of that Company was very large and that it had no adequate means of providing therefor. Several meetings of its creditors were held

and finally an arrangement was perfected by which that Company created a new mortgage to secure ten millions of dollars of 7 per cent. income bonds, out of which the creditors are to receive at par the amount of indebtedness with interest to the first of October, 1874. To effect this arrangement with the creditors other than the Pennsylvania and the Philadelphia and Erie Railroad Companies, it became necessary that these and the Northern Central Railway Company should agree to set apart ten per cent. of the revenue to be derived from freight traffic to and from the Allegheny Valley Road, and apply the same through trustees to the payment of the interest upon the bonds taken by such creditors. After full consideration by the several companies, this was believed to be a judicious arrangement, in order to prevent the Allegheny Valley Railroad Company from going into bankruptcy, and to preserve the line and its traffic to the Philadelphia and Erie, Northern Central, and Pennsylvania Railroads—as the several companies owning these roads had, a number of years since, become endorsers upon certain mortgage bonds of the Allegheny Valley Railroad Company, and your Company was a large shareholder in the same. The practical effect of this arrangement is to give to the three Companies joining in it, ninety per cent. of the earnings on all freight traffic to and from the Allegheny Valley Railroad, in cash, which yields a fair profit, and the remaining profit of ten per cent. in income bonds of the Allegheny Valley Railroad Company in lieu of that amount of cash, which ten per cent. is, as above stated, to be set apart to aid that Company to pay the interest on its bonds given to the other creditors, with the further condition that, if any portion of this ten per cent. shall not be required to pay said interest, it shall be invested annually by the Trustees in said bonds at the lowest current market values—each Company receiving the bonds so purchased, in proportion to its contribution.

The Low Grade Road forming part of the Allegheny Valley Line, and connecting with the Philadelphia and Erie Railroad at Driftwood Station, was opened for business June 1, 1874. This Line will develop a large coal, lumber and oil traffic, which will add materially to the revenues of the Allegheny Valley, and also of the Philadelphia and Erie Railroad, as it passes over about 120 miles of that Road before reaching Sunbury, and thence by the Northern Central and Pennsylvania Railroads to Baltimore and Philadelphia. The Philadelphia and Erie Railroad, as appears by the results of the year's operation, shows larger net earnings than ever before during its history, notwithstanding the year has been one of great depression, and the fact that its average receipts per ton per mile have been but  $\frac{941}{1000}$  of a cent, or less than one cent per ton per mile upon all its freight business.

It is believed that the traffic in coal, lumber, oil and other products, that will seek a market over the Philadelphia and Erie Railroad, together with the business to and from the lakes, though carried at very low rates, and that furnished by the local resources of the country which are now being developed, will ultimately make this property of considerable value. It is proposed to keep the construction or capital account of the Philadelphia and Erie Railroad Company within the lowest possible limits, so long as the capacity of the Line exceeds the requirements of the traffic.

During the Summer of 1874 a meeting of officers connected with the three trunk lines, the New York Central, the Erie, and the Pennsylvania Railroads, and their western connections, was held at Saratoga, with the view of endeavoring to abolish all commissions, agencies and outside expenses, and thus effect valuable economies for all the lines; and with the further object of establishing a commission to be composed of three gentlemen familiar with railway traffic, but disinterested and in no way officially connected with either of the



Companies; this commission to have power to make such moderate rates from time to time as would be reasonable and just to the public, and give in the future equal and uniform rates to every shipper. The Commissioners selected for that purpose have promptly performed the duties assigned them, and with strict impartiality as between the parties.

This arrangement promised good results to both the public and the Companies. The Officers of the Baltimore and Ohio Railroad Company, while declining to name a Commissioner and enter into the arrangement, did agree that they would abolish all commissions, drawbacks and agencies of every kind and that the rates so made from time to time should be thoroughly adhered to by all their officers and agents. With the adoption of this conservative policy there can be no question as to its beneficial results to shippers and transporters, and perhaps no better evidence can be given of the purpose of your Company to give its patrons, through the Commissioners, the most complete facilities at low rates, than the fact already stated in this report that its average rate of  $1\frac{25.5}{1000}$  cents per ton per mile for moving traffic in 1874, including all classes of freight, through and local, east and west, was much below any previous charge for like services; while the average rate on east bound through freight traffic, which covers the transportation of the produce of the West, including live stock and property of the higher classes, was but  $\frac{88.2}{1000}$  of one cent. per ton per mile.

Not unlike many other proper reforms, the one referred to has had many difficulties to contend with, and since the beginning of the year some differences have occurred between the Baltimore and Ohio and the other Companies. It is to be hoped however that with a thorough understanding of everything pertaining to this question, proper results may be arrived at, and the Companies conduct their business with that harmony which should at all times prevail.

Your Company having secured lines and extensive terminal facilities at Philadelphia and New York and, through roads controlled by it, at Baltimore and Washington, in the east; the control of roads to Erie, Ashtabula and Toledo, on Lake Erie, with good connecting roads working in harmony to Buffalo; and the control of lines through the lumber region of Michigan; and in the west having termini at Chicago, St. Louis, Louisville, Cincinnati, Wheeling and other important commercial centres, with good connections beyond those points; and having also perfected communications with the entire oil region of Pennsylvania, the Connellsville coke region, the city of Cumberland and the Cumberland coal region; and with Frederick and Hagerstown in Maryland, and Martinsburg in West Virginia—your Board have concluded to adopt as a general policy that no further extension of lines should be made or obligations be assumed by your Company, either by lease or otherwise, except to complete the several small branches and extensions now in progress in Pennsylvania and New Jersey. The best energies of your Board and its officers will hereafter be devoted to the development of the resources of the lines now controlled. They believe these lines have a great future for the shareholders. Your Board have no hesitation in stating that the properties of the Company are abundantly able to take care of their obligations and make good results for the stockholders.

The reports of Mr. F. Thomson, General Manager, and Mr. R. W. Downing, Comptroller, will be published in pamphlet form for the information of the shareholders, from which the receipts and expenditures of the Company and all the details and data connected with the management and operation of the Lines can be obtained.

In addition to the elevators and other large facilities that existed at the port of Philadelphia, there have been completed during the

year 1874 the large elevators and warehouses of the International Navigation Company at Girard Point, at the junction of the Schuylkill and Delaware Rivers. It is estimated that this extensive property has a capacity of handling and transferring at least fifteen millions of bushels of grain per annum, while the warehouses and platforms will accommodate a large amount of rolling freight to and from the ocean steamers and other vessels arriving at and departing from this Port, at the minimum cost of doing such work. In this connection it may be proper to state that the foreign trade drawn to Philadelphia for shipment to Europe has greatly exceeded the capacity of the lines of steamers to Liverpool and the line to Antwerp, while the return traffic from Europe has given the lines of your Company a large amount of transportation to the West including a greatly increased emigrant business through this Port.

Additional facilities of great value to the commerce of Philadelphia now exist. Among these may be noticed the Philadelphia Warehouse Company, with a paid up capital of one million of dollars, the business of which is to make advances on warehouse receipts for property stored with any responsible house in the City of Philadelphia. Also the Pennsylvania Warehousing Company, which has provided extensive buildings during the present year intended for general warehouse and storage purposes, including the storage of Government bonded merchandise, and that will be connected by their own tracks with the railways of your Company. It is the business of that Company also to issue warehouse receipts and make advances on property stored.

The arrangements for receiving, handling, storing and shipping petroleum on the Schuylkill and Delaware River fronts are perhaps more extensive than those of any other city in this country.

With the facilities referred to, and other important ones, it will be seen that Philadelphia in connection with her extensive trans-

portation facilities, offers great inducements for the storage and handling of all classes of property at the lowest possible cost.

Your Company has provided wharves and other accommodations on its own property at Greenwich Point on the Delaware River front, sufficient to meet the requirements of the trade in bituminous and anthracite coal shipped over its lines. Hereafter all such traffic seeking transshipment at Philadelphia will be brought over your own roads. Arrangements have been made to place upon your line in addition to the present large equipment, one thousand eight-wheeled coal cars of fourteen gross tons capacity each, which will add greatly to the facilities for this branch of traffic. Your Company has also erected a large and commodious freight depot on Delaware Avenue, extending from Walnut to Dock Streets in the City of Philadelphia, which is accessible by steam power. This will prove to be of great value to merchants and shippers.

It is important to the commerce of Philadelphia that prompt action be taken by the Government for the better lighting of the river Delaware, and also that facilities be furnished by experienced parties for the dockage of the largest class of vessels needing repairs; both of these important matters we expect to see commenced and to a large degree accomplished within the current year.

The Centennial Exposition for 1876 promises to exceed the anticipations of its most sanguine friends. To meet the large additional traffic which it is believed will pass over your lines, your Company will, during the current year, lay an extensive system of tracks in connection with the Centennial grounds and buildings, and provide such other facilities as will enable it to promptly handle both the freight and passenger business that may come either entirely over its own roads or reach the grounds over its tracks from other lines centering in Philadelphia.

During the year 1874, the new passenger station at Jersey City was completed, and the ferry landings and other facilities improved. At Harsimus Cove in the same City the facilities for receiving and forwarding freight have been greatly extended, and your new railway to connect with the Harsimus Cove property has been opened for use through a portion of Bergen Hill from its connection with the Main Line. In New York City extensive additions were also made to your Company's wharves and warehouses, so that the accommodations at this important terminus of your New Jersey lines and other lines connecting with them are now ample for a largely increased passenger and freight business—still leaving sufficient property at Jersey City to meet the possible requirements of all your lines for many years to come. The extensive shops and accessories for your New Jersey lines at "the meadows" near Jersey City have also been completed.

Much important work has been done at and near the City of Pittsburgh to improve the facilities of your lines. Four tracks are being laid from Pittsburgh to East Liberty, a distance of about five miles, and the work of erecting the bridges over the road—under a contract with the City of Pittsburgh made several years since—has been commenced and will be steadily prosecuted to completion. These bridges will relieve your line from a number of street crossings at grade; thus adding greatly to the safety of the public using the streets, and your lines, and also giving your trains full speed to and from the depot in Pittsburgh through that portion of it which is now becoming thickly populated.

Four tracks for your Main Line are now being completed from West Philadelphia to Overbrook, a distance of about five miles. An extensive system of side tracks from Hestonville eastward has been laid during the year, and will be extended from time to time as may be required to meet the increasing business of your Company

at Philadelphia. These short sections of four tracks for your Main Line out of Pittsburgh and Philadelphia will give great facilities for arriving and departing trains—thus enabling the Managers to move your heavy freight traffic without causing delay to passenger trains at these terminal stations.

The stockholders at their annual meeting March 10, 1874, authorized his Honor the Mayor of the City of Philadelphia, as Chairman of the meeting, to appoint a committee of seven shareholders entirely disconnected from the management and operation of your Company, to examine the report for 1873, and to examine into the condition of the Company, and make an appraisal of the value of the roads, shops, machinery, real estate, depots, bonds, stocks and all other assets of the Company; also as to its liabilities and obligations, including guarantees for other Lines, with the sources of revenue to meet the same; also its contracts and relations with other companies and parties of every kind, and report the result of their examination to the shareholders.

In accordance with this authority, the chairman appointed the following committee:

Mr. William A. Stokes, as Chairman.

Mr. William H. Kemble,

Mr. A. Loudon Snowden,

Mr. W. C. Longstreth,

Mr. John A. Wright,

Mr. D. E. Small, of York, Pennsylvania, and

Mr. J. S. Irick, of New Jersey.

} of Philadelphia.

The Committee so appointed made a thorough examination of everything committed to their charge, including the books, leases, contracts and records of every nature and kind; and having visited the Roads and Properties of your Company, finally made a report to a special meeting of the Shareholders called by the Chairman of the Committee, and held October 3, 1874.

This report, covering 240 pages of closely printed matter, gives the shareholders in detail all possible information in regard to the condition of the Company and the values of its property. It is perhaps the most complete and exhaustive report that has ever been made to the shareholders of any company. The Committee are entitled to great credit for the zeal and ability with which they discharged the duties entrusted to them. Many of their recommendations have been carried into effect, and all others that may be found of practical advantage to the Company will from time to time be adopted by your Board of Directors.

The total expenses incurred by the Committee have been paid by your Board, which, including the printing of the report and accompanying maps, the publication through the press of abstracts for the information of the stockholders, and incidentals, have amounted to \$27,232.50.

Mr. J. Edgar Thomson, who was identified with this corporation for more than twenty-seven years, first as its Chief Engineer, and then as its President, died on the 27th day of May, 1874. The evidences of the value of his services to this Company and to the railway system of America, are the enduring monuments that he has left in the permanent works with which he was connected during nearly the whole of his life. With this report will be found the preamble and resolutions adopted by your Board at the time of Mr. Thomson's death, showing the appreciation in which he was held by his associates in the management of your Company.

The death of Mr. Thomson rendered it necessary to make a re-organization of your Company, and your Board elected Mr. Thomas A. Scott, President, Mr. George B. Roberts, First Vice President, Mr. Edmund Smith formerly Treasurer of the Company, Second Vice President Mr. A. J. Cassatt formerly General Manager, Third

Vice President, Mr. Frank Thomson formerly Superintendent of Motive Power and Machinery, General Manager, and Mr. Strickland Kneass and Mr. John P. Green, Assistants to the President; Mr. T. N. Ely was selected as Superintendent of Motive Power and Machinery, to fill the vacancy caused by the promotion of Mr. Thomson; and Mr. W. H. Wilson, Consulting Engineer, placed in charge of the Real Estate of the Company; and Mr. Bayard Butler, formerly Assistant Treasurer, elected Treasurer. Under this reorganization the business of your Company is now conducted.

Your Board are glad to announce to the shareholders that their property has been maintained in the best possible condition, and that the roadway, equipment and all other facilities of the Line have been kept up to the highest standard. Your Board also take great pleasure in expressing their acknowledgments to the officers, agents and employees in every branch of the service, for the efficient and economical manner in which the business of the Company has been conducted during the past year.

All of which is respectfully submitted :

By order of the Board.

THOMAS A. SCOTT,

*President.*





# **The Pennsylvania Railroad Company,**

**233 SOUTH FOURTH STREET.**

*Philadelphia, May 29, 1874.*

A Special Meeting of the Board of Directors of the PENNSYLVANIA RAILROAD COMPANY was held at the Office of the Company, at 12 o'clock, M., this day; when the following resolutions were unanimously adopted:

*Resolved*, That it be entered upon the minutes of this Corporation—1st, That JOHN EDGAR THOMSON, its President, died at his residence in Philadelphia, at twenty minutes before twelve o'clock, of the evening of Wednesday, May 27, 1874.

2d, That the association, thus severed by death, began in 1847, within one year after the incorporation of the Company, with his election to the office of Chief Engineer, and the location and construction of its main line of railway, in which his marvellous engineering skill, and the ability with which he discharged important duties, attested his title to rank with the great Civil Engineers of the age.

3d, That it was continued by his election in 1852 to the office of President, which he continued to hold by successive annual re-election until his death, developing the business relations of the Company from feeble beginnings to their present importance, with a breadth of view, an excellence of judgment, a financial sagacity, a profound comprehension of the laws of trade and, above all, a pure, lofty and spotless integrity and dignity of character, which, while they won for him the absolute confidence of the whole country, have entitled him to a place among the foremost of the men whose wisdom, character and public services have so largely contributed to our National growth and prosperity.

*Resolved*, That in the death of MR. THOMSON, not only this Corporation, but our city, our state and the whole country have lost an eminent public servant and benefactor, whose memory should be always cherished and honored.

*Resolved*, That we will attend the funeral of our late President, wearing the usual badge of mourning; and that the proper officer of the Company direct every usual and proper mark of respect to be shown MR. THOMSON'S memory, in the several departments of the Company's service.

*Resolved*, That we tender to the family of Mr. Thomson, an expression of our great respect and sincere sympathy, praying that in addition to the comfort derived from the recollection of his public life and services, they may have abundantly those higher consolations which are not of earth.

*Resolved*, That the Secretary of the Company prepare and furnish to the family of Mr. Thomson, a duly certified copy of these resolutions, and have the same published in the daily journals of this city.

By order of the Board,

JOSEPH LESLEY, *Secretary.*

To Capital Stock.....		\$68,719,400	00
To First Mortgage Bonds due 1880.....	\$4,970,000 00		
“ Second “ “ “ 1875.....	4,835,840 00		
“ General “ “ “ 1910.....	19,934,760 00		
“ Consol'd “ “ “ 1905.....	14,550,000 00		
“ Lien of the State upon the Public Works between Philadelphia and Pittsburgh, bearing 5 per cent. interest, payable in annual instalments of \$480,000, applicable first to the interest, and the remainder to principal, the original amount of which was \$7,500,000 00 .....	5,201,675 41		
“ Mortgages and Ground Rents at 6 per cent. remaining on Real Estate purchased.....	94,809 32	49,587,084	73
“ Bills payable.....		4,140,000	00
“ Accounts payable, viz.:			
Passenger balances due other Roads.....	323,127 93		
Pay Rolls and Vouchers for December, 1874, paid in January, 1875.....	2,308,102 23		
Cash Dividend due to Stockholders, unpaid.....	238,735 23		
Dividend Scrip of December 6, 1873, outstanding,	2,206,406 66		
Sundry Accounts due other Roads.....	2,190,683 33	7,267,055	38
“ Appraised Value of Securities owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		3,900,434	60
“ Amount of Fuel and Materials, for repairs to Locomotives, Cars, and Maintenance of Way, owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		354,658	53
“ Equipment of Road owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		4,998,121	19
“ Contingent Fund.....		2,000,000	00
“ Balance to credit of Profit and Loss.....		9,021,643	16
		<u>\$149,888,397</u>	<u>59</u>

By Balance standing on Books of the Company for the Construction of the Railroad between Harrisburg and Pittsburgh, including Branches to Indiana, Hollidaysburg and Morrison's Cove, also Branch to connect with the Pittsburgh, Virginia, and Charleston Railroad; also, Bridge over the Susquehanna River at Columbia, and Branch from Columbia to York, in all 325 miles, and cost of Stations, Warehouses and Shops, on the whole Road from Philadelphia to Pittsburgh.....	\$21,989,368 38	
" Balance standing on Books of the Company for the purchase of the Philadelphia and Columbia R. R....	5,375,733 43	
" Balance to debit of Equipment of Road consisting of 882 Locomotives, 394 Passenger Cars, 154 Baggage, Mail, and Express Cars, 16,849 Freight Cars, and 1,367 Road Cars—including Shop Machinery.....	16,188,201 29	
" Cost of Real Estate of Company and Telegraph Line	6,831,366 82	
" Extension of the Pennsylvania Railroad to the Delaware River, including Wharves and Grain Elevator.....	2,003,177 07	
Total amount charged to Construction, Equipment, and Real Estate Accounts for the Railroad between Philadelphia and Pittsburgh, comprising 1,044 <sup>1</sup> / <sub>2</sub> miles of Single Track, including Sidings, Stations, Warehouses, Shops and Shop Machinery, which cost in Cash, exceeding \$52,750,000, with Rolling Stock estimated to be worth in Cash \$21,000,000; also, the Real Estate of a present estimated value of \$12,250,000, amounting in all to over \$86,000,000.....		\$52,387,846

## OTHER ASSETS.

By Amount of Bonds of Railroad Corporations.....	24,951,916 80	
" " Capital Stock of Railroad Corporations,	32,821,953 60	
" " Bonds and Stock of Municipal Corporations, Coal Companies, Canal Companies and Bridge Companies, and investments not otherwise enumerated.....	8,453,698 38	
" Cost of Bonds representing Insurance Fund.....	315,000 00	
" " " Contingent Fund.....	2,000,000 00	
Total Cost of Bonds and Stocks belonging to the Company.....		68,542,568
By Amount expended for the purchase of Anthracite Coal Lands, Hazleton, Hamilton, Eastwick, and other Tracts.....		840,621
" Appraised Value of Securities owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		3,900,434
" Equipment of Road owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		4,898,121
" Amount of Fuel and Materials on hand for repairs to Locomotives, Cars, and Maintenance of Way, viz.:		
For the Pennsylvania Railroad.....	\$2,722,864 44	
" United New Jersey R. R. & Canal....	877,466 79	
" Philadelphia and Erie Railroad.....	422,518 20	
		4,022,849
" Amount of Bills and Accounts Receivable and amounts due from other Roads, including advances made to Railroad Corporations for Construction and purchase of Equipment used on their Lines, viz.:		
Northern Central Railway Company.....	412,029 76	
Philadelphia and Erie Railroad Company.....	1,378,189 77	
United N. J. R. R. & Canal Co.—Construction,	593,184 74	
" " Sink'g F'nd & Redempt'n,	788,230 00	
" " Harsimus Cove.....	242,931 08	
" " Real Estate.....	384,165 50	
Other Companies.....	7,367,368 14	
		11,166,098
By Balance in hands of Agents.....		1,631,185
" Balance in hands of Treasurer.....		2,498,670

\$149,888,397

## LIST OF BONDS

OWNED BY

# THE PENNSYLVANIA RAILROAD COMPANY

**December 31, 1874.**

NAME OF SECURITY.	No. OF BONDS.	PAR VALUE.
Alexandria & Fredericksburg Railway 1st Mtge. Bonds, 7 per cent. gold.....	512 \$1,000	\$512,000
Allegheny Valley R. R. 1st Mtge. Bonds, 7 per cent.....	200 1,000	200,000
Allegheny Valley Railroad Funded Debt Bonds, 7 per cent....	1,100 1,000	1,100,000
Bald Eagle Valley Railroad 2d Mtge. Bonds, 7 per cent.....	100 1,000	100,000
Belvidere Delaware Railroad 3d Mtge. Bonds, 6 per cent.....	451 500	225,500
Baltimore & Potomac Railroad 2d Mtge. Income Bonds, 6 per cent.....	1,133 1,000	1,133,000
Bedford & Bridgeport R. R. 1st Mtge. Bonds, 7 per cent.....	1,000 1,000	1,000,000
Central Stock Yard & Transit Co. Bonds, 7 per cent.....	300 1,000	300,000
Cincinnati & Muskingum Valley R. R., 1st Mtge. Bonds, 7 per cent.....	752 1,000	752,000
Columbia & Port Deposit R. R. 1st Mtge. Bonds, 7 per cent..	1,230 1,000	1,230,000
Columbus, Chicago & Indiana Central R. W. 2d Mtge. Bonds, \$5,000,000 Loan, 7 per cent.....	1,258 1,000	1,258,000
Columbus, Chicago & Indiana Central R. W. 2d Mtge. Bonds, \$10,000,000 Loan, 7 per cent.....	3,504 1,000	3,504,000
County of Clark, Illinois, Bonds, 8 per cent.....	15 1,000	15,000
Danville, Hazleton & Wilkesbarre R. R. 1st Mtge. Bonds, 7 per cent.....	173 1,000 134 500 120 200	284,000
East Brandywine & Waynesburg R. R. 1st Mtge. Bonds, 7 per cent.....	44 500 909 100	112,900
East Brandywine & Waynesburg R. R., New Holland Ex- tension, Bonds, 7 per cent.....	114 100	11,400
Erie & Pittsburgh R. R. Bonds, Equipment Loan, 7 per cent.	200 1,000	200,000
Huntingdon & Broad Top Railroad and Coal Company Con- solidated Mortgage Bonds, 7 per cent.....	7 1,000	7,000
Indianapolis & St. Louis R. R. 1st Mtge. Bonds, 7 per cent..	440 1,000	440,000
" " " Equipment " " "	50 1,000	50,000
International Navigation Co. 1st Mtge. Bonds, 7 per cent....	1,200 1,000	1,200,000
Jersey City & Bergen R. R. 1st Mtge. Bonds, 7 per cent.....	563 1,000	563,000
Lawrence R. R. 1st Mtge. Bonds, 7 per cent.....	9 1,000	9,000
Lewisburg Centre & Spruce Creek R. R. 1st Mtge. Bonds, 7 per cent.....	1,500 1,000	1,500,000
Mifflin & Centre Co. R. R. 1st Mtge. Bonds, 6 per cent.....	100 1,000 200 500	200,000
Mississippi Central Railroad Income and Equipment Bonds, 7 per cent. gold.....	1,550 1,000	1,550,000
Newport & Cincinnati Bridge Bonds, 7 per cent.....	1,200 1,000	1,200,000
Northern Central Railway Income Bonds, 7 per cent.....	1,000 1,000	1,000,000
Pennsylvania Canal Bonds, 6 per cent.....	467 1,000	467,000
Amount carried forward.....		\$20,103,800

NAME OF SECURITY—CONTINUED.	No. OF BONDS.	PAR VALUE.
Amount brought forward.....		\$20,103,800
Pennsylvania Company 1st Mtge. Bonds, 7 per cent. gold....	6,722 1,000	6,722,000
Pennsylvania Railroad 1st Mtge. Bonds, 6 per cent.....	3 1,000	3,000
" " 2d " " ".....	1 1,000	1,000
Perth Amboy & Woodbridge Railroad 1st Mtge. Bonds, 7 per cent.....	100 1,000	100,000
Philadelphia & Erie Railroad Bond, 6 per cent. currency....	1 1,000	1,000
" " General Mtge. Bonds, 6 per cent. gold.....	2,323 1,000	2,323,000
Philadelphia, Newtown & New York Railroad 1st Mtge. Bonds, 7 per cent.....	400 1,00	400,000
Pittsburgh, Cincinnati & St. Louis R. W. Bonds, Consolidated Mtge. 7 per cent.....	293 1,000	293,000
Pittsburgh, Virginia & Charleston R. R. 1st Mtge. Bonds, 7 per cent. gold.....	668 1,000	668,000
Pullman's Palace Car Co. Bonds, 8 per cent.....	670 1,000	670,000
Richmond & Danville Railroad Consolidated Mtge. Bonds, 6 per cent. gold.....	1,000 1,000	1,000,000
Shamokin Valley & Pottsville Railroad 1st Mtge. Bonds, 7 per cent. gold.....	{ 929 1,000 } 180 500 }	1,019,000
South Mountain Iron Company 2d Mtge. Bonds, 7 per cent.....	{ 2 1,000 } 8 500 }	6,000
Schuylkill Navigation Boat & Car Loan Bonds, 7 per cent.....		100,000
South West Pennsylvania Railway 1st Mtge. Bonds, 7 per ct.	800 1,000	800,000
Steuensville & Indiana Railroad Bonds, 7 per cent.....	278 1,000	278,000
St. Louis, Vandalia & Terre Haute Railroad 2d Mtge. Convertible Bonds, 7 per cent.....	225 1,000	225,000
Summit Branch Railroad 1st Mtge. Bonds, 7 per cent.....	110 1,000	110,000
Susquehanna Coal Company Bonds, 6 per cent.....	717 1,000	717,000
Toledo, Tiffin & Eastern R. R. 1st Mtge. Bonds, 7 per ct. gold.	861 1,000	861,000
Warren and Franklin R. R. 1st Mtge. Bonds, 7 per cent.....	{ 246 1,000 } 211 500 }	351,500
Western Pennsylvania R. R. General Mtge. Bonds, 7 per ct.	1,200 1,000	1,200,000
" " 1st Mtge. Bonds, 6 per cent.....	10 1,000	10,000
" " Branch Bonds, 6 per cent.....	{ 138 1,000 } 85 500 } 225 100 }	203,000
TOTAL.....		\$38,165,300

# LIST OF STOCKS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 31, 1874.

NUMBER OF SHARES.	NAME OF SECURITY.		PAR VALUE.
25,000	Allegheny Valley Railroad Company Stock.....	50	\$1,250,000
4,000	American Steamship Company Stock.....	100	400,000
3,682	Bald Eagle Valley Railroad Company Stock.....	50	184,100
60,852	Baltimore and Potomac Railroad Company Stock.....	50	3,042,600
6,179	Bedford and Bridgeport Railroad Company Stock.....	50	308,950
6,500	Chartiers Railway Company Stock.....	50	325,000
22,000	Cleveland, Mount Vernon and Delaware Railroad Company, Common Stock.....	50	1,100,000
9,029	Cleveland, Mount Vernon and Delaware Railroad Company, Preferred Stock.....	50	451,450
25,544	Connecting Railway Company Stock.....	50	1,277,200
5,286	Cresson Springs Company Stock.....	25	132,150
4,744	Cumberland Valley Railroad Company, Preferred Stock.....	50	237,200
19,516	" " " " Common Stock.....	50	975,800
15,254	Harrisburg and Lancaster Railroad Company Stock.....	50	762,700
1,133	Junction Railroad Company Stock.....	50	56,650
19,217	Jefferson, Madison and Indianapolis Railroad Company Stock.....	100	1,921,700
5,624	Little Miami Railroad Company Stock.....	50	281,200
3,759	Louisville Bridge Company Stock.....	100	375,900
9,276	Newport and Cincinnati Bridge Company, Preferred Stock.....	100	927,600
7,676	" " " " Common Stock.....	100	767,600
48,420	Northern Central Railway Company Stock.....	50	2,421,000
70,231	Pennsylvania Canal Company Stock.....	50	3,511,550
180,000	Pennsylvania Company, Preferred Stock.....	50	8,000,000
60,000	" " " " Common Stock.....	50	3,000,000
46,984	Pennsylvania Railroad Company Stock.....	50	2,349,200
7,137	Pennsylvania Steel Company Stock.....	100	713,700
31,636	Philadelphia and Erie Railroad Company, Common Stock.....	50	1,581,800
48,000	" " " " Preferred Stock.....	50	2,400,000
250	Philadelphia and Merion Railroad Co., Stock, First Instalment.....		1,200
80	Philadelphia and Southern Mail Steamship Company Stock.....	125	10,000
60,000	Pittsburgh, Cincinnati and St. Louis Railway Company, Preferred Stock.....	50	3,000,000
11,600	Pittsburgh, Fort Wayne and Chicago Railway Company, Special Guaranteed Stock.....	100	1,160,000
51	Pittsburgh, Fort Wayne and Chicago Railway Co., Common Stock.....	100	5,000
8,100	Pittsburgh, Virginia and Charleston Railway Company Stock.....	50	405,000
1,000	Pullman Palace Car Company Stock.....	100	100,000
12	Railway Equipment Trust of Pennsylvania Stock.....	1,000	12,000
39,802	Shamokin Coal Company Stock.....	25	995,050
6,019	South West Pennsylvania Railway Company Stock.....	50	300,950
Amount carried forward.....			\$44,744,300

NUMBER OF SHARES.	NAME OF SECURITY—CONTINUED.	PAR VALUE.
	Amount brought forward.....	\$44,744,300
8,000	Southern Pennsylvania Railway and Mining Company Stock....	50 400,000
8,370	St. Louis, Vandalia and Terre Haute Railroad Company, First Preferred Stock.....	100 837,000
43,804	Summit Branch Railroad Company Stock.....	50 2,190,200
13,000	Susquehanna Coal Company Stock.....	100 1,300,000
19,976	Tyrone and Clearfield Railway Company Stock.....	50 998,800
9,000	United New Jersey Railroad and Canal Company Stock.....	100 900,000
19,786	Western Pennsylvania Railroad Company Stock.....	50 989,300
1,551	West Jersey Railroad Company Stock, on which \$35.00 per share was paid.....	54,285
5,000	Centennial Board of Finance Stock.....	10 50,000
	TOTAL.....	\$52,463,885

### SUMMARY.

Par Value of Bonds.....	\$38,165,300
Par Value of Stocks.....	52,463,885
TOTAL.....	\$90,629,185
Cost as per General Account....	\$68,542,568.78

(57)





# REPORT OF THE COMPTROLLER.

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**Accounting Department, Pennsylvania R. R. Co.**

COMPTROLLER'S OFFICE,

*Philadelphia, January 31, 1875.*

To the President and Board of Directors  
of the Pennsylvania Railroad Company.

GENTLEMEN:—The accompanying statements of the operations of your road embrace the usual statistics furnished from the records of this department, and exhibit in detail the sources of revenue in the Transportation Department, the character of expense accounts, and the movement of passenger and freight traffic on the several railways and canal operated by your Company, during the year ending December 31, 1874, embraced under general division heads as follows :

The Pennsylvania Railroad Division,	.	.	877 miles,
The United Railroads of New Jersey Division,	.	.	293 "
The Belvidere Division,	.	.	80 "
The Philadelphia and Erie Railroad Division,	.	.	288 "
The Delaware and Raritan Canal,	.	.	61 "
Total,	.	.	<u>1,599</u>

Respectfully submitted,

R. W. DOWNING,  
*Comptroller.*

THE PENNSYLVANIA RAILROAD DIVISION EMBRACES THE  
FOLLOWING ROADS.

Pennsylvania Railroad, Main Line, . . . . .	358 miles.
Columbia Bridge, . . . . .	1 mile.
York Branch, . . . . .	13 miles.
Holidaysburg Branch, . . . . .	42 "
Indiana Branch, . . . . .	19 "
East Brandywine and Waynesburg R. R., . . . . .	18 "
Bald Eagle Valley R. R., . . . . .	52 "
Mifflin and Centre Co. R. R., . . . . .	13 "
Sunbury and Lewistown R. R., . . . . .	45 "
Tyrone and Clearfield R. W., . . . . .	44 "
Ebensburg and Cresson R. R., . . . . .	11 "
Western Pennsylvania R. R., . . . . .	85 "
Bedford and Bridgeport R. R., . . . . .	51 "
Southwestern Pennsylvania R. R., . . . . .	24 "
Pennsylvania and Delaware R. R., . . . . .	38 "
Lewisburg, Centre and Spruce Creek R. R., . . . . .	19 "
Danville, Hazleton and Wilkesbarre R. R., . . . . .	44 "
<hr/>	
Total Pennsylvania R. R. Division, . . . . .	877 "
<hr/>	

UNITED RAILROADS OF NEW JERSEY DIVISION.

Mantua to New York, . . . . .	89 miles.
Camden to South Amboy, . . . . .	61 "
Princeton Branch, . . . . .	3 "
Rocky Hill and Kingston R. R., . . . . .	6 "
Millstone and New Brunswick R. R., . . . . .	7 "
Perth Amboy and Woolbridge R. R., . . . . .	7 "

Monmouth Junction to Jamesburg,	.	.	6 miles.
Pemberton and Hightstown R. R.,	.	.	25 "
Camden and Burlington County R. R.,	.	.	25 "
Columbus, Kinkora and Springfield R. R.,	.	.	14 "
Burlington and Mount Holly R. R.,	.	.	7 "
Medford Branch,	.	.	7 "
Vincentown Branch,	.	.	3 "
Mercer and Somerset R. R.,	.	.	22 "
Frankford and Holmesburg R. R.,	.	.	5 "
Bordentown to Trenton,	.	.	6 "
Total U. R. R. N. J. Div.,			<u>293</u> "

The water route from South Amboy to New York, 30 miles is not included in the above table of distances.

## BELVIDERE DIVISION.

Belvidere Delaware R. R.,	.	.	68 miles.
Flemington Branch,	.	.	12 "
Total Belvidere Division,			<u>80</u>

## PHILADELPHIA AND ERIE R. R. DIVISION.

Philadelphia and Erie R. R.,	.	.	288 miles.
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## CANAL.

Delaware and Raritan Canal,	.	.	61 miles.
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# PENNSYLVANIA RAILROAD COMPANY.

EARNINGS AND EXPENSES OF ALL LINES EAST OF PITTSBURGH  
AND ERIE, FOR THE YEAR ENDING DECEMBER 31, 1874.

## EARNINGS.

Pennsylvania Railroad Division, . . .	\$22,642,371 35
United Railroads of New Jersey Division, .	8,700,969 36
Delaware and Raritan Canal, . . .	1,320,519 23
Belvidere Division, . . .	1,215,648 05
Philadelphia and Erie Railroad Division, .	3,506,919 28
Total earnings, . . . . .	<u>\$37,386,427 27</u>

## EXPENSES.

(EXCLUDING RENTALS.)

Pennsylvania Railroad Division, . . .	\$12,701,518 20
United Railroads of New Jersey Division, .	6,330,033 42
Delaware and Raritan Canal, . . .	768,416 64
Belvidere Division, . . .	773,647 94
Philadelphia and Erie Railroad Division, .	2,438,133 01

Total expenses excluding rentals, . . . \$23,011,749 21

Rentals paid Leased Lines:

Philadelphia and Erie Railroad Company, . . . . .	\$1,068,786 27
Belvidere Delaware Railroad Com- pany, . . . . .	442,000 11
Other Branch Roads connecting with the Main Line between Philadelphia and Pittsburgh, .	543,928 87
	<u>2,054,715 25</u>
Net earnings to balance, . . . . .	12,319,962 81
	<u>\$37,386,427 27</u>

## PENNSYLVANIA RAILROAD DIVISION.

INCLUDING DANVILLE, HAZLETON AND WILKESBARRE, AND LEWIS-  
BURG CENTRE AND SPRUCE CREEK RAILROADS.

## EARNINGS AND EXPENSES FOR THE YEAR 1874.

## EARNINGS.

From general freights, . . .	\$17,227,504	69
“ miscellaneous freights, . . .	276,650	88
	<hr/>	\$17,504,155 57
“ first-class passengers, . . .	\$4,107,752	17
“ emigrant passengers, . . .	151,135	51
“ Adams Express, . . .	373,544	82
“ carrying U. S. Mails, . . .	193,610	14
“ miscellaneous passengers, . . .	162,441	87
	<hr/>	4,988,484 51
“ rents, . . . . .		149,731 27
		<hr/>
Total earnings, . . . . .	\$22,642,371	35
	<hr/>	<hr/>

## EXPENSES.

## (EXCLUDING RENTALS.)

For conducting transportation, . . .	\$4,635,129	32
“ motive power, . . . . .	3,535,352	22
“ maintenance of cars, . . . . .	1,256,452	76
“ maintenance of way, . . . . .	2,859,373	06
“ general expenses, . . . . .	415,210	84
Total expenses (excluding rentals), . . . . .	<hr/>	12,701,518 20
Rentals paid Branch Roads, . . . . .		543,928 87
Net earnings to balance, . . . . .		9,396,924 28
		<hr/>
		\$22,642,371 35
		<hr/>

## UNITED RAILROADS OF NEW JERSEY DIVISION.

(INCLUDING MERCER AND SOMERSET RAILWAY, AND EXCLUDING  
BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.)

## EARNINGS AND EXPENSES FOR THE YEAR 1874.

## EARNINGS.

From general freights, . . .	\$3,713,597 78	
“ miscellaneous freights, . . .	21,841 31	
	<hr/>	\$3,735,439 09
“ first-class passengers, . . .	\$4,427,176 14	
“ emigrant passengers, . . .	77,021 83	
“ express, . . .	270,251 03	
“ carrying U. S. Mails, . . .	68,121 14	
“ miscellaneous passengers, . . .	27,206 48	
	<hr/>	4,869,776 62
“ rents, . . . . .		95,753 65
		<hr/>
Total earnings, . . . . .		\$8,700,969 36

## EXPENSES.

For conducting transportation, . . .	\$2,984,291 53	
“ motive power, . . . . .	1,589,626 21	
“ maintenance of cars, . . . . .	370,155 62	
“ maintenance of way, . . . . .	1,291,368 13	
“ general expenses, . . . . .	94,591 93	
	<hr/>	
Total expenses, . . . . .		6,330,033 42
Net earnings to balance, . . . . .		2,370,935 94
		<hr/>
		<u>\$8,700,969 36</u>

## BELVIDERE DIVISION.

(INCLUDING FLEMINGTON BRANCH AND EXCLUDING MERCER AND  
SOMERSET RAILWAY.)

## EARNINGS AND EXPENSES FOR THE YEAR 1874.

## EARNINGS.

From general freights, . . .	\$1,001,502 43	
“ miscellaneous freights, . . .	928 81	
		\$1,002,431 24
“ first-class passengers, . . .	\$197,972 23	
“ express, . . . . .	4,123 70	
“ carrying U. S. mails, . . .	6,274 24	
“ miscellaneous passengers, . . .	410 81	
		208,780 98
“ rents, . . . . .		4,435 83
Total earnings, . . . . .		<u>\$1,215,648 05</u>

## EXPENSES.

For conducting transportation, . . .	\$242,928 83	
“ motive power, . . . . .	183,614 78	
“ maintenance of cars, . . . . .	100,438 14	
“ maintenance of way, . . . . .	246,666 19	
Total expenses, . . . . .		\$773,647 94
Net earnings to credit of Belvidere Delaware Railroad, . . . . .		442,000 11
		<u>\$1,215,648 05</u>



## DELAWARE AND RARITAN CANAL.

## EARNINGS AND EXPENSES FOR THE YEAR 1874.

## EARNINGS.

From tolls on boats,	.	.	\$4,930	91
" tolls on lading,	.	.	861,162	30
" steam towing,	.	.	440,180	00
" miscellaneous sources,	.	.	14,246	02
<hr/>				
Total earnings,	.	.	.	\$1,320,519 23
				<hr/> <hr/>

## EXPENSES.

For maintenance of canal,	.	.	\$179,973	18
" canal operation,	.	.	210,225	09
" steam towing,	.	.	378,218	37
<hr/>				
Total expenses,	.	.	.	\$768,416 64
Net earnings to balance,	.	.	.	552,102 59
				<hr/> <hr/>
				\$1,320,519 23
				<hr/> <hr/>

PHILADELPHIA AND ERIE R. R. DIVISION.

(EXCLUDING D. H. AND W. R. R. AND L. C. AND S. C. R. R.)

EARNINGS AND EXPENSES FOR THE YEAR 1874.

EARNINGS.

From general freights, . . .	\$2,772,813 25	
“ miscellaneous freights, . . .	103,517 09	
		<u>\$2,876,330 34</u>
“ first-class passengers, . . .	\$526,196 36	
“ emigrant passengers, . . .	1,714 32	
“ express, . . .	38,102 69	
“ carrying U. S. mails, . . .	41,640 87	
“ miscellaneous passengers, . . .	15,092 96	
		<u>\$622,747 20</u>
“ rents, . . . . .		7,841 74
		<u>7,841 74</u>
Total earnings, . . . . .		<u><u>\$3,506,919 28</u></u>

EXPENSES.

For conducting transportation, . . .	\$756,492 64	
“ motive power, . . .	689,553 16	
“ maintenance of cars, . . .	216,060 28	
“ maintenance of way, . . .	776,026 93	
		<u></u>
Total expenses, . . . . .		\$2,438,133 01
Net earnings to credit of Phila. and Erie Railroad, . . .		1,068,786 27
		<u><u>\$3,506,919 28</u></u>

## TRANSPORTATION BALANCE SHEET FOR THE YEAR 1874.

DR.

To amount of		
Stock on hand January 1st, 1874,		
Pennsylvania Railroad Division,	\$2,939,361	14
Stock on hand January 1st, 1874,		
United Railroads of New Jersey,		
Division, . . . . .	973,802	68
Stock on hand January 1st, 1873,		
Philadelphia and Erie Railroad		
Division, . . . . .	675,770	67
Stock on hand January 1st, 1874,		
Delaware and Raritan Canal, .	199,803	36
	<hr/>	4,788,737 85
Pay rolls, Pennsylvania Railroad		
Division, . . . . .	\$6,818,411	69
Pay rolls, United Railroads of New		
Jersey Division, . . . . .	3,706,591	61
Pay rolls, Philadelphia and Erie		
Railroad Division, . . . . .	1,552,852	14
Pay rolls, Delaware and Raritan		
Canal, . . . . .	338,689	31
	<hr/>	12,416,544 75
Bills, Pennsylvania Railroad		
Division, . . . . .	\$11,601,910	28
Bills, United Railroads of New		
Jersey Division, . . . . .	6,405,160	07
Bills, Philadelphia and Erie Rail-		
road Division, . . . . .	2,490,580	05
Bills, Delaware and Raritan Canal,	495,494	35
	<hr/>	20,993,144 75
		<hr/>
		<u>\$38,198,427 35</u>

TRANSPORTATION BALANCE SHEET.—*Continued.*

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By amounts expended in the following departments: Pennsylvania Railroad Division, including Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg Centre and Spruce Creek Railroad.

Conducting transportation,	.	\$5,179,058	19	
Motive power,	. . .	3,535,352	22	
Maintenance of cars,	. . .	1,256,4 <sup>52</sup>	76	
Maintenance of way,	. . .	2,859,373	06	
General expenses,	. . .	415,210	84	
				<u>\$13,245,447 07</u>

On United Railroads of New Jersey Division, excluding Belvidere Delaware Railroad and Flemington Branch.

Conducting transportation,	.	\$2,984,291	53	
Motive power,	. . .	1,589,626	21	
Maintenance of cars,	. . .	370,155	62	
Maintenance of way,	. . .	1,291,368	13	
General expenses,	. . .	94,591	93	
				<u>6,330,033 42</u>

On Belvidere Delaware Railroad and Flemington Branch.

Conducting transportation,	.	\$242,928	83	
Motive power,	. . .	183,614	78	
Maintenance of cars,	. . .	100,438	14	
Maintenance of way,	. . .	246,666	19	
				<u>773,647 94</u>

Net earnings to credit Belvidere Delaware Railroad,

.	.	442,000	11	
				<u>1,215,648 05</u>

Amount carried forward, \$20,791,128 54

TRANSPORTATION BALANCE SHEET.—*Continued.*

Amount brought forward,	\$20,791,128	54
On Delaware and Raritan Canal.		
Maintenance of Canal, . . .	\$179,973	18
Canal operation, . . .	210,225	09
Steam towing, . . .	378,218	37
		<u>768,416 64</u>
On Philadelphia and Erie Railroad Division, excluding Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg Centre and Spruce Creek Railroad,		
Conducting transportation, . . .	\$756,492	64
Motive power, . . .	689,553	16
Maintenance of cars, . . .	216,060	28
Maintenance of way, . . .	776,026	93
	\$2,438,133	01
Net earnings to credit of Philadelphia and Erie Railroad Co. . .	1,068,786	27
		<u>3,506,919 28</u>
INDIVIDUALS AND COMPANIES.		
Pennsylvania Railroad Division, . . .	\$2,921,367	76
United Railroads of New Jersey Division, . . .	771,541	90
Delaware and Raritan Canal, . . .	17,494	43
Philadelphia and Erie Railroad Division, . . .	639,727	37
		<u>4,350,131 46</u>
Interest on mortgages and ground rents, Pennsylvania Railroad Division, . . .	\$38,994	74
United Railroads of New Jersey Division, . . .	64,796	68
		<u>103,791 42</u>
Amount carried forward,	\$29,520,387	34

TRANSPORTATION BALANCE SHEET.—*Continued.*

Amount brought forward,		\$29,520,387 34
Construction and equipment, Penn- sylvania Railroad Division, .	\$2,663,854 42	
Equipment of Canal, . .	163,629 64	
Construction and Harsimus Cove account, United Railroads of New Jersey, . . . .	1,827,706 52	
	<hr/>	4,655,190 58

## BY STOCK ON HAND DECEMBER 31, 1874.

On Pennsylvania Railroad Division,	\$2,722,864 44	
On United Railroads of New Jersey Division, . . . .	793,020 48	
On Philadelphia and Erie Railroad Division, . . . .	422,518 20	
On Delaware and Raritan Canal,	84,446 31	
	<hr/>	4,022,849 43
		<hr/>
		<u>\$38,198,427 35</u>

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1874.—STATEMENT No. 1.

*General Exhibit of Earnings and Expenses for the year ending December 31, including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

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1874. TO AMOUNT OF EARNINGS FROM		1874. BY AMOUNT OF EXPENSES IN	Passenger.	Freight.	Totals.
Freight at Stations and Tolls on Individual Cars.....	\$17,227,504 69	Conducting transportation.....	\$1,044,677 59	\$4,134,380 80	\$5,179,058 19
Miscellaneous .....	276 650 88	Motive power.....	615,308 86	2,020,046 36	3,535,355 22
First class passengers.....	4,107,752 17	Maintenance of cars.....	480,643 05	769,809 71	1,250,452 76
Emigrant passengers.....	151,135 51	Maintenance of way.....	712,894 74	2,146,488 32	2,859,383 06
Express .....	373,544 82	General expenses.....	116,923 19	299,287 65	415,210 84
Carrying United States Mails.....	193,610 14		2,075,434 43	10,270,012 64	12,345,447 07
Miscellaneous.....	162,441 87				
Rents.....					
		By amount of net proceeds to balance.....	2,050,482 80	7,346,441 38	9,396,924 28
Total.....	\$22,642,371 35	Totals.....	\$5,025,917 33	\$17,616,454 92	\$22,642,371 35

## PENNSYLVANIA RAILROAD DIVISION.

ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1874.—STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, including Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January.....	\$1,823,497 33	\$914,256 85	\$909,240 48
February.....	1,571,913 68	974,381 04	597,532 64
March.....	1,841,820 25	1,167,121 52	674,698 73
April.....	2,002,165 05	1,207,853 21	794,311 84
May.....	1,904,800 40	1,219,790 42	745,009 98
June.....	1,918,832 29	1,242,860 73	675,971 56
July.....	1,935,373 72	1,093,621 95	841,751 77
August.....	1,939,463 61	1,245,227 49	694,236 12
September.....	1,918,847 26	1,145,996 82	772,850 44
October.....	2,040,271 89	1,129,733 57	910,538 32
November.....	1,795,271 20	921,281 95	873,989 25
December.....	1,890,114 67	983,321 52	906,793 15
Totals.....	22,642,371 35	13,245,447 07	9,396,924 28



# PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and tolls on individual cars, . . . . .	1,488,811 87	1,370,068 50	1,418,128 80	1,586,596 30	1,557,599 75	1,480,757 51	1,454,864 28	1,410,253 09	1,410,120 66	1,491,681 12	1,388,961 06	1,318,138 84	17,287,504 09
Miscellaneous, . . . . .	18,453 15	4,198 86	21,949 53	10,529 47	8,056 67	7,758 91	15,969 19	26,370 13	13,167 40	55,300 26	12,896 64	76,012 45	276,860 88
Total freight earnings, . . . . .	\$1,511,765 02	\$1,374,267 43	\$1,440,078 13	\$1,597,125 77	\$1,565,656 42	\$1,508,516 42	\$1,470,833 58	\$1,446,623 22	\$1,423,288 06	\$1,546,981 48	\$1,401,857 70	\$1,394,149 29	\$17,564,165 57
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, . . . . .	351,158 82	340,020 43	318,168 48	324,713 29	344,673 49	344,968 81	382,856 57	405,170 84	385,368 83	332,862 46	356,610 26	376,318 61	4,107,753 17
Emigrant passengers, . . . . .	4,344 92	4,946 12	9,230 88	11,984 10	17,110 47	15,137 70	12,579 84	14,135 84	18,618 73	14,798 43	10,832 61	15,965 76	151,185 51
Express, . . . . .	28,578 84	24,815 08	28,308 08	26,084 56	31,166 17	27,407 44	31,779 87	24,774 43	28,539 70	41,566 35	37,297 61	39,021 09	373,544 8
United States Mails, . . . . .	13,210 16	13,248 48	30,297 77	14,976 43	14,968 42	15,496 47	15,134 76	15,134 76	15,134 83	15,134 81	15,865 23	15,065 08	188,610 14
Miscellaneous, . . . . .	7,817 94	9,321 28	15,207 91	9,389 22	9,304 91	8,863 68	8,708 54	30,001 37	9,887 40	23,633 41	8,966 68	23,773 23	165,441 87
Total passenger earnings, . . . . .	\$508,305 48	\$398,346 39	\$397,311 12	\$395,047 60	\$417,132 45	\$411,933 10	\$440,509 58	\$486,207 04	\$471,439 26	\$483,974 45	\$458,501 57	\$469,558 36	\$4,888,494 51
From													
Rent, . . . . .	8,428 88	11,409 81	4,536 10	12,491 09	7,611 53	3,394 77	21,720 84	6,688 36	24,119 09	10,315 96	12,891 08	26,833 09	149,781 37
Total earnings from all sources, . . . . .	\$1,822,497 23	\$1,571,912 68	\$1,641,320 26	\$1,992,165 05	\$1,982,800 40	\$1,919,452 29	\$1,916,373 72	\$1,933,463 61	\$1,918,847 26	\$2,040,271 89	\$1,786,271 30	\$1,890,114 67	\$22,642,271 35

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising .....	\$38,834 31	\$2,201 36	\$39,035 67
Agents .....	41,532 26	78,720 43	120,252 69
Baggage masters.....	55,107 48		55,107 48
Brakemen .....	71,565 62	726,787 59	798,353 11
Cars, cleaning, and inspecting.....	74,363 64	72,991 93	147,355 57
Car furniture and fixtures .....	39,455 54	42,961 79	82,417 33
Car service .....	4,310 65	305,589 31	309,899 99
Clerks.....	35,588 08	200,555 65	236,143 63
Conductors .....	76,905 25	307,625 21	384,530 46
Dispatchers .....	19,248 63	79,067 84	98,315 97
Docks, dredging and cleaning.....		13,132 61	13,132 61
Drawbacks and overcharges.....	9,870 01	671,145 82	681,015 83
Expenses of stations, except labor.....	5,565 02	30,090 14	35,655 16
Expenses of grain elevator.....		677 78	677 78
Foreign agencies.....	108,288 92	111,888 91	214,977 83
Fuel at stations.....	9,126 11	5,843 06	14,469 19
Fuel for cars.....	13,612 73		13,612 73
Incidentals.....	38,951 83	73,870 01	112,821 84
Labor at stations.....	19,684 25	188,969 21	208,653 46
Light at stations.....	17,504 86	16,490 68	33,995 03
Light for cars .....	13,720 91	7,159 60	20,880 51
Loss and damage, &c.....	7,010 21	60,449 34	76,459 55
Mail expenses.....	5,226 36		5,226 36
Oil, tallow, waste, &c .....	19,030 02	59,636 32	78,666 84
Stationery and printing.....	41,549 16	102,442 35	143,991 51
Stations, repairs of, &c.....	72,020 33	129,777 17	201,797 50
Superintendence.....	9,795 02	29,698 38	39,493 40
Switchmen .....	7,139 19	48,881 92	56,021 11
Tax on depots.....	8,943 32	70,155 12	79,098 44
Tax on tonnage, "State".....		19,740 89	19,740 89
Tax, revenue, State.....	15 75	63 00	78 75
Teaming .....		81,969 93	81,969 93
Telegraph expenses.....	35,012 54	105,938 82	140,951 36
Tolls, Philadelphia City Railroad.....		6,539 03	6,539 03
Tolls, Philadelphia, Wilmington, & Baltimore R. R. ....		22,964 51	22,964 51
Tolls, Junction Railroad.....		42,515 80	42,515 80
Tolls, Lewisburg Bridge Company.....	1,404 99	2,887 92	4,292 91
Wharves and landings, repairs of.....		12,902 13	12,902 13
Wrecks, clearing.....	29 34	1,086 09	1,115 43
Rental, Bald Eagle Valley Railroad.....	36,941 16	43,704 08	80,645 24
" E Brandywine and Waynesburg Railroad.....	3,784 84	3,710 30	7,495 14
" Tyrone and Clearfield Railway.....	13,008 94	83,863 71	96,872 65
" Danville, Hazleton, and Wilkesbarre R. R. ....		765 13	765 13
" Lewisburg Centre and Spruce Creek R. R. ....	2,450 13		2,450 13
" Western Pennsylvania Railroad.....	91,048 53	149,831 93	240,880 46
" Southwestern Pennsylvania Railway.....	4,032 27	110,787 85	114,820 12
<b>Total.....</b>	<b>\$1,044,677 59</b>	<b>\$4,134,380 60</b>	<b>\$5,179,058 19</b>
<b>Amount carried forward.....</b>			<b>\$5,179,058 19</b>

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$5,179,068 19
<b>MOTIVE POWER.</b>			
Coal.....	\$118,162 30	\$776,040 22	\$894,202 52
Cotton waste.....	4,840 08	21,210 64	26,050 72
Engineers and firemen.....	149,467 61	696,731 12	846,198 63
Engine houses and machine shops, repairs of.....	18,342 02	55,141 16	73,483 17
Fuel for stoves.....	2,852 14	8,556 50	11,408 64
Incidentals.....	18,436 43	55,319 79	73,756 22
Interest on valuation of locomotives.....	28,373 72	86,295 77	114,669 49
Laborers.....	67,248 36	202,140 64	269,388 90
Locomotive furniture and fixtures.....	9,904 63	29,762 59	39,667 22
Locomotives, repairs of.....	109,056 57	673,698 25	782,754 82
Oil.....	8,586 61	40,461 00	49,047 61
Stationery and printing.....	4,965 48	14,890 78	19,856 26
Tallow.....	5,970 43	31,727 33	37,697 76
Taxes on engine-houses and shops.....	9,130 35	27,391 07	36,521 42
Tools and machinery, repairs of.....	12,356 88	37,070 58	49,427 46
Watchmen.....	5,795 85	17,437 69	23,233 54
Water stations and fixtures, repairs of.....	9,668 12	29,038 57	38,706 69
Water stations, expenses of.....	22,653 94	68,106 60	90,760 54
Wood, hauling and preparing.....	9,494 44	49,026 17	58,520 61
<b>Total.....</b>	<b>\$615,305 86</b>	<b>\$2,920,046 36</b>	<b>\$3,535,352 22</b>
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$3,348 74	\$10,046 21	\$13,394 95
Cars, repairs, ballast, and wood.....	771 55	2,314 64	3,086 19
Cars, repairs of freight.....		692,647 19	692,647 19
Cars, repairs of passenger and baggage.....	438,199 62		438,199 62
Fuel for stoves.....	376 47	1,129 42	1,505 89
Incidentals.....	1,417 69	4,253 06	5,670 75
Interest on valuation of passenger and baggage cars.....	22,722 58		22,722 58
Laborers.....	12,442 40	37,327 26	49,769 66
Tools and repairs of tools.....	3,415 79	10,247 37	13,663 16
Watchmen.....	3,948 21	11,844 55	15,792 77
<b>Total.....</b>	<b>\$486,643 05</b>	<b>\$709,809 71</b>	<b>\$1,256,452 76</b>
Amount carried forward.....			\$9,970,863 17

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$9,970,863 17
<b>MAINTENANCE OF WAY.</b>			
Ballast.....	\$42,466 67	\$127,505 00	\$169,971 67
Bridges, repairs of.....	13,978 41	42,922 54	56,900 99
Cars, repairs of road and hand.....	1,147 58	3,449 12	4,596 70
Chairs.....	16,335 18	49,212 15	65,547 33
Clerks.....	2,281 25	6,903 91	9,185 16
Cross-ties.....	94,473 04	294,860 73	379,333 77
Expenses on property.....	2,483 43	7,450 25	9,933 68
Foreman, tool, and watch-houses, repairs of.....	2,606 44	7,819 71	10,426 15
Frogs.....	9,474 03	28,457 27	37,931 30
Incidentals.....	6,656 27	16,984 50	22,640 79
Interest, &c.....	145 82	437 46	583 28
Iron rails.....	184,012 40	552,428 90	736,441 30
Oil, tallow, waste, &c.....	407 90	1,223 86	1,636 85
Road-bed, repairs of, labor and material.....	45,012 55	136,169 59	181,182 14
Snow and ice, removing.....	3,895 27	11,716 94	15,612 21
Spikes.....	9,608 45	28,935 56	38,544 01
Steel rails.....	37,934 50	113,803 52	151,738 02
Stationery and printing.....	632 42	2,805 84	3,738 26
Superintendence and supervisors.....	9,735 22	29,469 51	39,204 73
Switches.....	8,261 16	24,808 98	33,070 14
Taxes on real estate.....	4,272 89	12,818 67	17,091 56
Telegraph, repairs of.....	6,409 30	19,304 14	25,713 44
Tools and repairs.....	6,980 70	20,983 00	27,963 70
Track, labor repairing.....	171,169 53	516,213 25	687,382 78
Watchmen.....	33,204 22	99,798 88	133,003 10
Total.....	\$712,884 74	\$2,146,488 32	\$2,859,373 06

## GENERAL EXPENSES.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Advertising.....	\$7,683 17	\$23,049 42	\$30,732 59
Attendance.....	3,126 19	9,626 07	12,752 26
Clerks.....	38,049 33	76,550 34	114,599 67
Fuel and light.....	1,133 75	3,401 26	4,535 01
Incidentals and legal expenses.....	16,433 63	45,661 55	61,115 08
Office expenses.....	7,797 03	20,970 47	28,767 50
Salaries of President and other officers.....	33,189 28	91,555 85	124,745 13
Stationery and blanks.....	8,013 51	24,040 50	32,054 01
Taxes on real estate, Philadelphia.....	1,477 40	4,432 19	5,909 59
Total.....	\$116,923 19	\$299,287 65	\$415,210 84
Total working expenses.....			\$18,245,447 07
<b>SUMMARY.</b>			
Conducting transportation.....	\$1,044,677 69	\$4,134,380 60	\$5,179,058 19
Motive power.....	615,303 86	2,920,046 36	3,535,350 22
Maintenance of cars.....	486,643 03	769,809 71	1,256,452 74
Maintenance of way.....	712,884 74	2,146,488 32	2,859,373 06
General expenses.....	116,923 19	299,287 65	415,210 84
Total.....	\$2,975,434 43	\$10,270,012 64	\$13,245,447 07

**PENNSYLVANIA RAILROAD DIVISION,**  
**ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.**

**STATEMENT No. 5.**

*Summary of the number of individual passengers, and of passengers carried one mile (including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	4,671,464	148,701,118	31.8	420,535
Emigrant " .....	46,416	15,747,108	339.2	44,533
Commutation " .....	1,370,223	10,511,413	7.6	29,727
Total .....	6,088,103	174,959,639	28.7	494,795

*Summary of tons transported and tons carried one mile (including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads).*

Tons of through freight eastward.....	1,065,647	Mileage of through freight eastward....	380,971,846
Tons of through freight westward.....	301,324	Mileage of through freight westward....	107,692,989
Tons of local freight eastward .....	4,915,187	Mileage of local freight eastward.....	764,477,061
Tons of local freight westward.....	2,344,788	Mileage of local freight westward....	119,425,080
Total tons moved.....	8,626,946	Total mileage.....	1,372,566,976

## PENNSYLVANIA RAILROAD AND BRANCHES.

## ACCOUNTING DEPARTMENT.

Statement of *Earnings and Expenses* from 1858 to 1874.

YEAR.	GROSS EARNINGS.	WORKING EXPENSES.	RENTALS PAID BRANCHES.	TOTAL EXPENSES.	NET EARNINGS.
1858.....	\$5,185,330 68	\$3,021,885 04	.....	\$3,021,885 04	\$2,163,445 64
1859.....	5,362,355 21	3,130,738 15	.....	3,130,738 15	2,231,617 06
1860.....	5,932,701 48	3,636,299 08	.....	3,636,299 08	2,296,402 40
1861.....	7,800,000 95	3,653,062 76	.....	3,653,062 76	3,648,938 19
1862.....	10,304,290 96	5,425,765 57	.....	5,431,072 59	4,873,218 37
1863.....	11,891,412 95	6,751,055 43	\$5,307 02	6,780,000 21	5,111,412 74
1864.....	14,759,057 66	10,623,147 66	28,944 78	10,693,944 19	4,065,113 47
1865.....	17,459,169 49	13,155,231 54	70,796 53	13,270,058 54	4,189,110 95
1866.....	16,583,882 84	12,639,510 00	114,827 00	12,790,909 27	3,792,973 57
1867.....	16,340,156 36	11,930,665 53	151,399 27	12,080,299 64	4,259,856 72
1868.....	17,233,497 31	11,630,034 67	149,634 11	11,860,983 88	5,372,513 43
1869.....	17,250,811 73	11,953,270 42	230,949 21	12,203,267 60	5,047,544 13
1870.....	17,531,706 82	11,014,150 20	249,997 18	11,260,085 15	6,271,621 67
1871.....	18,719,836 85	11,513,723 88	245,934 95	11,823,433 34	6,896,403 51
1872.....	22,012,525 27	13,288,149 35	309,709 46	13,764,673 09	8,247,852 18
1873.....	24,866,008 90	14,868,854 36	476,523 74	15,440,305 16	9,445,703 74
1874.....	22,642,371 85	12,701,513 20	571,450 80	13,245,447 07	9,396,924 28
Total.....	\$251,395,116 81	\$160,937,061 84	\$3,149,402 92	\$164,086,464 76	\$87,308,652 05



## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.—STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, including Mercer and Somerset Railway, and excluding Belvidere Delaware Railroad and Flemington Branch.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January .....	\$718,517 22	\$536,304 71	\$182,212 51
February .....	657,496 50 .	483,222 37	174,274 13
March .....	726,959 24	533,671 50	193,287 74
April .....	715,516 20	531,427 03	184,089 17
May .....	740,212 23	513,223 79	226,988 44
June .....	717,338 66	531,132 91	186,205 75
July .....	712,052 72	501,764 18	210,288 54
August .....	777,436 80	536,233 29	241,203 51
September .....	769,259 22	534,292 87	204,966 35
October .....	776,012 33	542,976 79	233,035 54
November .....	678,455 80	485,653 64	192,802 16
December .....	711,712 44	570,130 34	141,582 10
Totals .....	\$8,700,969 36	\$6,330,033 42	\$2,370,935 94



## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, including Mercer and Somerset Railway, and excluding Belvidere Delaware Railroad and Flemington Branch.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and tolls on individual cars, -	817,938 67	839,326 32	821,577 53	810,351 25	808,618 27	790,047 65	771,439 07	806,771 76	801,909 48	814,151 47	854,874 77	809,944 64	8,718,697 78
Miscellaneous, - - -	910 89	174 62	46 05	425 25	964 53	543 72	543 57	13,776 74	2,792 10	745 93	1,331 13	239 86	31,841 31
Total freight earnings, -	\$816,804 06	\$839,499 94	\$821,623 58	\$810,766 60	\$809,583 12	\$790,591 37	\$771,982 64	\$820,548 50	\$804,701 58	\$814,894 40	\$856,205 90	\$810,184 40	\$8,750,539 09
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, -	325,818 79	293,269 45	341,814 25	361,900 33	385,244 27	378,490 08	397,049 19	416,764 93	414,549 24	417,006 84	354,209 24	352,294 55	4,437,178 14
Emigrant passengers, -	2,886 04	2,689 99	4,316 62	6,703 64	9,244 12	8,735 21	7,413 96	7,130 67	5,833 44	7,486 89	5,554 79	6,783 43	77,021 53
Express, - - -	20,316 65	19,637 49	24,948 24	23,497 18	27,690 00	25,535 35	18,164 32	16,618 92	21,643 00	22,200 68	21,126 27	27,456 99	270,251 02
United States Mails, -	4,106 26	4,106 26	16,465 19	5,423 73	5,423 73	4,726 83	4,608 19	4,608 19	4,608 17	4,654 21	4,651 19	4,654 19	68,121 14
Miscellaneous, - - -	1,855 10	1,223 86	1,465 85	1,944 64	2,906 39	2,653 41	2,333 19	2,292 55	2,186 05	3,543 86	1,317 24	1,680 24	27,206 43
Total passenger earnings, -	\$355,082 87	\$310,716 05	\$388,965 23	\$398,042 52	\$425,767 51	\$419,495 96	\$430,170 78	\$446,613 26	\$455,571 90	\$466,207 45	\$387,328 73	\$392,529 40	\$4,809,176 23
From													
Rents, - - -	14,630 29	8,857 51	6,390 43	5,927 08	6,871 60	7,451 40	9,399 30	7,773 04	8,895 74	4,310 45	5,116 17	8,943 64	96,733 65
Total ear'gs from all sources, -	\$716,517 22	\$667,494 50	\$715,510 34	\$715,510 34	\$715,510 34	\$715,510 34	\$715,510 34	\$715,510 34	\$715,510 34	\$715,510 34	\$715,510 34	\$715,510 34	\$8,750,539 09

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, including Mercer and Somerset Railway, and excluding Belvidere Delaware Railroad and Flemington Branch.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising.....	\$19,287 63	\$62 22	\$19,329 85
Agents.....	62,503 12	48,912 65	101,415 77
Baggage masters.....	39,033 28		39,033 28
Barges, manning.....		25,574 06	25,574 06
Barges, incidental.....		52 27	52 27
Barges, repairs of.....		619 23	619 23
Brakemen.....	55,291 59	174,797 46	230,089 05
Cars, cleaning and inspecting.....	55,381 90	24,815 43	80,197 33
Car furniture and fixtures.....	19,419 24	9,540 60	28,959 84
Car service.....	6,631 89	75,082 28	81,714 17
Car floats.....		17,799 41	17,799 41
Clerks.....	29,767 82	117,426 07	147,193 89
Conductors.....	59,380 31	62,501 96	121,882 27
Dispatchers.....	9,793 13	22,301 65	32,094 78
Docks, dredging and cleaning.....	1,732 00	454 35	2,186 35
Drawbacks and overcharges.....	7,058 52	70,448 64	77,597 16
Expenses of stations, except labor.....	27,211 64	15,644 54	42,856 18
Foreign agencies.....	27,665 83	10,855 80	38,521 63
Fuel at stations.....	7,411 26	2,139 15	9,550 41
Fuel for cars.....	6,199 96	928 91	7,126 87
Incidentals.....	44,446 37	51,702 24	96,148 61
Insurance.....	8,566 96	16,355 61	24,922 57
Labor at stations.....	49,771 60	260,094 82	309,866 42
Light at stations.....	31,716 45	10,740 24	42,456 69
Light for cars.....	6,377 81	1,772 01	8,149 82
Loss and damage, &c.....	34,762 69	13,822 23	48,584 92
Mail expenses.....	1,966 00		1,966 00
Oil, tallow, waste, &c.....	18,313 32	25,446 60	43,758 92
Stationery and printing.....	33,797 54	32,068 37	65,865 91
Stations, repairs of, &c.....	79,398 55	129,010 62	208,409 17
Steamboats, fuel for.....	92,700 22	26,633 36	119,333 58
" incidentals for.....	17,472 08	9,810 86	27,282 94
" manning.....	122,235 21	22,164 81	144,400 02
" repairs of.....	80,916 51	34,124 34	115,040 85
Superintendence.....	6,980 00	6,980 00	13,960 00
Switchmen.....	33,587 70	48,700 44	82,288 14
Tax on depots.....	1,932 74	8,320 45	10,253 19
Tax on tonnage, "State".....		196 42	196 42
Telegraph expenses.....	47,506 45	46,875 06	94,381 51
Transit duty.....	114,442 15	114,442 15	228,884 30
Wharves and landings, repairs of.....	9,378 52	36,902 13	46,280 65
Wrecks, clearing.....	17 51	218 39	235 90
Rentals, Columbus, Kinkora and Springfield R. R.....	1,925 46	2,934 92	4,860 38
Rentals, Connecting Railway.....	71,530 42	71,530 40	143,060 82
<b>Total.....</b>	<b>\$1,333,491 38</b>	<b>\$1,650,500 15</b>	<b>\$2,984,291 53</b>
<b>Amount carried forward.....</b>			<b>\$2,984,291 53</b>

STATEMENT NO. 4—*Continued.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$2,984,291 53
<b>MOTIVE POWER.</b>			
Coal.....	\$260,683 75	\$346,076 80	\$606,760 55
Cotton waste.....	6,251 46	6,235 80	12,487 25
Engineers and firemen.....	144,777 40	171,074 94	315,852 34
Engine houses and machine shops, repairs of.....	16,113 71	16,113 78	32,227 49
Fuel for stoves.....	3,628 35	3,628 85	7,056 70
Incidentals.....	11,508 13	11,508 15	23,016 28
Laborers.....	57,614 82	57,614 80	115,229 62
Locomotive furniture and fixtures.....	8,447 54	8,447 57	16,895 11
Locomotives, repairs of.....	126,338 05	123,123 51	249,461 56
Oil.....	10,228 86	12,001 01	22,229 87
Stationery and printing.....	2,346 72	2,346 76	4,693 48
Tallow.....	7,093 15	8,902 04	15,995 19
Taxes on engine houses and shops.....	224 41	224 41	448 82
Tools and machinery, repairs of.....	7,272 32	7,272 28	14,544 60
Watchmen.....	5,385 40	5,385 43	10,770 83
Water stations and fixtures, repairs of.....	15,180 29	15,180 29	30,360 58
Water stations, expenses of.....	35,231 62	35,231 66	70,463 28
Wood, hauling and preparing.....	18,102 93	23,029 73	41,132 66
<b>Total.....</b>	<b>\$736,828 90</b>	<b>\$563,297 31</b>	<b>\$1,589,626 21</b>
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$681 97	\$682 04	\$1,364 01
Cars, repairs, ballast and wood.....	1,237 24	1,237 20	2,474 44
Cars, repairs of freight.....		174,092 27	174,092 27
Cars, repairs of passenger and baggage.....	180,033 98		180,033 98
Fuel for stoves.....	37 80	37 80	75 60
Incidentals.....	128 28	128 31	256 59
Laborers.....	2,822 34	2,822 37	5,644 71
Tools and repairs of tools.....	2,085 73	2,085 76	4,171 49
Watchmen.....	1,021 25	1,021 28	2,042 53
<b>Totals.....</b>	<b>\$188,048 59</b>	<b>\$182,107 03</b>	<b>\$370,155 62</b>
Amount carried forward.....			\$4,944,073 36

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$4,944,073 86
MAINTENANCE OF WAY			
Ballast.....	\$10,353 69	\$10,353 73	\$20,707 42
Bridges, repairs of.....	34,910 20	34,910 17	69,820 37
Cars, repairs of road and hand.....	1,384 01	1,384 05	2,768 06
Chairs.....	14,109 01	14,109 02	28,218 03
Clerks.....	4,606 80	4,606 79	9,213 59
Cross-ties.....	69,204 71	69,204 71	138,409 42
Expenses on property.....	10,903 58	10,903 61	21,807 19
Foreman, Tool, and W. houses, repairs of.....	1,943 00	1,943 00	3,886 00
Frogs.....	15,607 67	15,607 63	31,215 30
Incidentals.....	2,859 68	2,859 73	5,719 41
Interest, &c.....	32,834 91	32,834 90	65,669 81
Iron rails.....	101,226 28	101,226 25	202,452 53
Oil, tallow, waste, &c.....	460 58	460 56	921 14
Road-bed, repairs of, labor and material.....	52,686 52	52,686 90	105,373 83
Snow and ice, removing.....	4,906 52	4,906 54	9,813 06
Spikes.....	7,620 66	7,620 68	15,241 34
Stationery and printing.....	981 49	981 53	1,963 02
Steel rails.....	57,292 09	57,292 08	114,584 17
Superintendence and supervisors.....	7,109 18	7,109 19	14,218 37
Switches.....	26,076 57	26,076 53	52,153 10
Taxes on real estate.....	19,922 19	19,922 18	39,844 37
Telegraph, repairs of.....	2,768 10	2,768 12	5,536 22
Tools and repairs.....	5,438 34	5,438 35	10,876 69
Track, labor repairing.....	112,553 69	112,553 68	225,107 87
Watchmen.....	47,924 16	47,924 16	95,848 32
Total.....	\$645,684 04	\$645,684 09	\$1,291,368 13

## GENERAL EXPENSES.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Advertising.....	\$14 32	\$14 33	\$28 65
Attendance.....	660 60		660 60
Clerks.....	37,767 34	17,062 89	54,830 23
Incidentals and legal expenses.....	18,851 98	18,553 72	37,405 70
Office expenses.....	269 11	8 10	277 11
Stationery and blanks.....	699 81	699 83	1,399 64
Total.....	\$58,263 16	\$36,328 77	\$94,591 93
Total working expenses.....			\$6,830,033 42
HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
SUMMARY.			
Conducting transportation.....	\$1,333,401 38	\$1,650,800 16	\$2,984,291 53
Motive power.....	736,328 90	853,297 31	1,589,626 21
Maintenance of cars.....	188,048 50	182,107 03	370,155 52
Maintenance of way.....	645,684 04	615,684 09	1,261,368 13
General expenses.....	58,263 16	36,328 77	94,591 93
Totals.....	\$2,961,816 07	\$3,368,217 35	\$6,330,033 42

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.

## STATEMENT NO. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (including Mercer and Somerset Railway, and excluding Belvidere Delaware Railroad and Flemington Branch).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers
First-class passengers.....	5,535,060	127,474,989	23	1,432,303
Emigrant       "       .....	61,071	5,416,710	88.7	60,862
Commutation   "       .....	2,241,186	32,595,198	14.5	366,238
Total.....	7,837,317	165,486,897	21.1	1,859,403

*Summary of tons transported and tons carried one mile (including Mercer and Somerset Railway and excluding Belvidere Delaware Railroad and Flemington Branch).*

Tons of through freight eastward.....	780,913	Mileage of through freight eastward....	68,710,240
Tons of through freight westward.....	295,867	Mileage of through freight westward....	26,309,077
Tons of local freight eastward.....	1,811,084	Mileage of local freight eastward....	72,954,284
Tons of local freight westward.....	389,664	Mileage of local freight westward...	10,211,342
Total tons moved.....	3,277,528	Total Mileage.....	178,184,943



## BELVIDERE DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.—STATEMENT NO. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, including Flemington Branch and excluding Mercer and Somerset Railway.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January.....	\$90,977 67	\$62,384 86	\$28,592 81
February.....	75,596 61	49,096 39	26,500 22
March.....	106,298 31	59,356 38	46,941 93
April.....	107,441 69	63,306 49	44,135 20
May.....	93,775 67	67,251 05	26,524 62
June.....	100,699 50	72,188 49	28,511 01
July.....	97,993 11	71,157 11	26,836 00
August.....	101,289 08	62,895 42	38,393 66
September.....	99,916 77	60,042 54	39,874 23
October.....	130,375 01	66,863 19	63,521 82
November.....	107,974 97	57,176 51	50,798 46
December.....	103,309 66	81,939 51	21,370 15
Totals.....	\$1,215,648 05	\$773,647 94	\$442,000 11

## BELVIDERE DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.—STATEMENT NO. 3.

*Earnings in detail for the year ending December 31, including Flemington Branch, and excluding Mercer and Somerset Railway.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and													
tolls on individual cars, . .	75,752 84	63,160 79	91,134 91	90,590 35	76,356 45	83,685 97	75,096 33	77,126 48	79,004 27	110,644 69	92,234 02	86,854 53	1,001,502 48
Miscellaneous, . . . . .	53 14	87 58	.....	84 96	113 32	63 40	93 69	.....	132 64	70 45	.....	229 53	928 81
Total freight earnings, . .	\$75,804 98	\$63,238 37	\$91,134 91	\$90,675 31	\$76,469 77	\$83,729 37	\$75,192 02	\$77,126 48	\$79,138 91	\$110,715 14	\$92,234 02	\$87,084 16	\$1,002,431 29
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, . .	15,021 76	11,861 06	13,660 96	15,715 73	16,293 42	16,731 02	21,056 06	23,506 69	19,112 95	18,480 73	14,425 78	14,983 59	197,951 76
Emigrant passengers, . .	.....	.....	.....	6 04	1 40	4 41	.....	2 62	4 65	1 35	.....	.....	20 47
Express, . . . . .	276 71	261 10	301 50	341 94	351 61	421 01	301 14	294 15	333 73	392 81	332 42	422 56	4,123 70
United States Mail, . .	479 91	479 91	737 56	608 54	508 54	508 54	508 54	508 54	508 54	508 54	508 54	508 54	6,274 24
Miscellaneous, . . . . .	20 83	36 44	9 90	33 07	39 02	32 94	41 09	6 61	38 75	82 71	13 15	55 92	410 81
Total passenger earnings, . .	\$14,399 21	\$12,130 51	\$14,709 92	\$16,065 32	\$17,723 99	\$17,697 90	\$31,909 65	\$23,310 61	\$20,058 62	\$19,468 12	\$16,290 79	\$15,970 63	\$206,790 98
From													
Rents, . . . . .	773 48	219 73	453 48	160 56	81 91	273 23	901 24	541 99	121 24	193 74	460 65	254 57	4,433 33
Total ear'gs from all sources, .	\$90,277 67	\$75,369 61	\$106,258 31	\$107,441 69	\$93,775 67	\$101,699 50	\$97,993 11	\$101,789 06	\$99,913 77	\$130,275 01	\$107,974 97	\$103,309 66	\$1,212,648 05



## BELVIDERE DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.

## STATEMENT NO. 4.

*Expenses in detail for the year ending December 31, including Flemington Branch, and excluding Mercer and Somerset Railway.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising .....	\$2,075 55		\$2,075 55
Agents .....	3,055 37	\$8,576 31	11,631 68
Baggage masters.....	4,191 69		4,191 69
Brakemen.....	3,582 60	27,554 01	31,136 61
Cars, cleaning and inspecting.....	3,824 66	8,755 53	12,580 19
Car furniture and fixtures.....	1,089 98	2,404 73	3,494 71
Car service.....		81,414 29	81,414 29
Clerks.....	4,831 12	12,766 73	17,597 85
Conductors.....	5,146 18	11,732 49	16,878 67
Dispatchers.....	1,074 34	7,188 91	8,263 25
Drawbacks and overcharges.....	323 25	4,283 29	4,606 54
Expenses of stations, except labor.....	1,842 43	2,329 89	4,172 32
Foreign agencies.....	220 04	22 89	242 93
Fuel at stations.....	361 44	196 60	558 04
Fuel for cars.....	269 20		269 20
Incidentals.....	2,313 21	2,021 49	4,334 69
Labor at stations.....	2,163 21	14,303 87	16,467 08
Light at stations.....	764 76	1,377 74	2,142 50
Loss and damage, &c.....	2,255 68	378 13	2,633 81
Mail expenses.....	72 00		72 00
Oil, tallow, sponge, &c.....	74 24	233 58	307 82
Stationery and printing.....	3,489 28	8,058 02	11,547 30
Stations, repairs of, &c.....	12,585 15	16,503 20	29,088 35
Superintendence.....	2,008 00	4,252 00	6,260 00
Switchmen.....	721 20	4,785 33	5,506 53
Telegraph expenses.....	4,353 29	10,993 74	15,346 63
Wrecks, clearing.....	25 20	23 40	48 60
<b>Total conducting transportation.....</b>	<b>\$62,713 06</b>	<b>\$180,215 77</b>	<b>\$242,928 83</b>
<b>Amount carried forward.....</b>			<b>\$242,928 83</b>

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$242,928 83
<b>MOTIVE POWER.</b>			
Coal.....	\$18,729 73	\$61,009 75	\$79,739 48
Cotton waste.....	590 18	1 211 64	1,801 82
Engineers and firemen.....	10,508 02	29,928 73	40,436 75
Engine houses and machine shops, repairs of.....	922 59	2,767 71	3,690 30
Fuel for stoves.....	304 73	914 23	1,218 96
Incidentals.....	888 17	2,664 52	3,552 69
Laborers.....	970 60	2,938 78	3,918 38
Locomotive furniture and fixtures.....	364 50	1 093 48	1,457 98
Locomotives, repairs of.....	6,326 82	15,392 55	21,631 37
Oil.....	938 29	2,308 22	3,246 51
Stationery and printing.....	332 39	997 25	1,329 64
Tallow.....	872 38	2 475 49	3,347 87
Tools and machinery, repairs of.....	206 72	620 20	826 92
Watchmen.....	395 10	1,185 27	1,580 37
Water stations and fixtures, repairs of.....	927 64	2,782 86	3,710 50
Water stations, expenses of.....	1,426 10	4,278 22	5,704 32
Wood, hauling and preparing.....	1,113 46	5,307 46	6,420 92
Total motive power.....	\$45,828 42	\$137,786 36	\$183,614 78
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$33 28	\$99 82	\$133 10
Cars, repairs, ballast and wood.....	4 72	14 18	18 90
Cars, repairs of freight.....		86,554 41	86,554 41
Cars, repairs of passenger and baggage.....	11,436 81		11,436 81
Fuel for stoves.....	9 36	28 08	37 44
Incidentals.....	3 20	9 58	12 78
Laborers.....	263 63	790 92	1,054 55
Tools and repairs of tools.....	183 63	560 87	734 50
Watchmen.....	113 91	341 74	455 65
Total maintenance of cars.....	\$12,048 54	\$88,369 60	\$100,438 14
Amount carried forward.....			\$26,981 75

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$526,981 75
<b>MAINTENANCE OF WAY.</b>			
Ballast.....	\$607 26	\$1,821 82	\$2,429 08
Bridges, repairs of.....	5,627 05	16,881 27	22,508 32
Cars, repairs of road and hand.....	39 06	117 12	156 18
Chairs.....	934 34	2,803 04	3,737 38
Clerks.....	446 76	1,340 33	1,787 09
Cross-ties.....	7,013 16	21,039 44	28,052 60
Expenses on property.....	82 16	96 42	128 58
Foreman and watch-houses, repairs of.....	172 26	516 80	689 06
Frogs.....	1,984 76	5,984 26	7,979 02
Incidentals.....	229 80	689 35	919 15
Iron rails.....	15,251 37	45,754 24	61,045 61
Oil, tallow, waste, &c.....	21 35	64 03	85 38
Road-bed, repairs of, labor and material.....	2,328 93	6,986 80	9,315 73
Snow and ice, removing.....	477 63	1,432 46	1,910 49
Spikes.....	455 56	1,866 55	1,822 11
Stationery and printing.....	148 76	446 26	595 02
Steel rails.....	2,977 24	8,931 72	11,908 96
Superintendence and Supervisors.....	1,092 57	3,277 76	4,370 33
Switches.....	2,389 86	7,169 45	9,559 31
Taxes on real estate for road.....	163 08	480 27	642 35
Telegraph, repairs of.....	965 38	2,896 17	3,861 55
Tools and repairs of tools.....	816 76	2,450 23	3,266 99
Track, labor repairing.....	14,488 23	43,464 78	57,953 01
Watchmen.....	2,993 21	8,979 68	11,972 89
Total maintenance of way.....	\$61,666 54	\$184,999 65	\$246,666 19
Total expenses.....			\$773,647 94
<b>SUMMARY.</b>			
Conducting transportation.....	\$62,713 06	\$180,215 77	\$242,928 83
Motive power.....	45,828 42	137,786 36	183,614 78
Maintenance of cars.....	12,048 54	88,389 60	100,438 14
Maintenance of way.....	61,666 54	184,999 65	246,666 19
Totals.....	\$182,256 56	\$691,391 38	\$773,647 94

## BELVIDERE DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.

## STATEMENT No. 5

*Summary of the number of individual passengers, and of passengers carried one mile (including Flemington Branch and excluding Mercer and Somerset Railway).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	376,251	6,522,885	17.3	96,066
Emigrant " .....	19	1,136	58.3	17
Commutation " .....	38,210	413,429	10.8	6,089
Total.....	414,480	6,937,450	16.7	102,172

*Summary of tons transported and tons carried one mile (including Flemington Branch and excluding Mercer and Somerset Railway).*

Tons of through freight eastward.....	1,047	Mileage of through freight eastward.....	71,326
Tons of through freight westward.....	1,674	Mileage of through freight westward....	117,212
Tons of local freight eastward.....	1,401,708	Mileage of local freight eastward....	69,673,368
Tons of local freight westward.....	52,849	Mileage of local freight westward...	1,511,032
Total tons moved.....	1,457,278	Total mileage.....	71,372,938

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1874—STATEMENT No. 1.

*General Exhibit of Earnings and Expenses for the year ending December 31, excluding Danville, Hazleton and Wilkesbarre, Cr.*  
*Dr.* *and Lewisburg, Centre and Spruce Creek Railroads.*

1874. TO AMOUNT OF EARNINGS FROM	1874. BY AMOUNT OF EXPENSES IN	Passenger.	Freight.	Totals.
Freight at Stations and Tolls on individual cars.....	\$2,772,813 25	\$183,241 55	\$683,251 09	\$756,492 64
Miscellaneous.....	103,517 09	98,118 69	501,434 47	689,553 16
	\$2,876,330 34	51,771 28	164,289 00	216,060 28
First-class passengers.....	528,196 36	158,492 71	617,534 22	776,026 98
Emigrant passengers.....	1,714 32			
Express.....	38,102 69	501,624 23	1,936,508 78	2,438,133 01
Carrying United States Mails.....	41,640 87			
Miscellaneous.....	15,092 96			
	622,747 20			
Rents.....	7,841 74			
	By amount of net proceeds to balance.....			1,068,786 27
Total.....	\$3,506,919 28			\$3,506,919 28

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.—STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January.....	\$222,615 30	\$176,562 91	\$46,052 39
February.....	211,082 12	162,126 41	48,955 71
March.....	247,625 81	182,400 08	65,225 73
April.....	274,053 53	231,166 99	42,886 54
May.....	290,382 22	224,493 15	65,889 07
June.....	312,032 60	234,708 80	77,323 80
July.....	313,615 00	231,291 64	82,323 36
August.....	349,518 99	230,135 25	119,383 74
September.....	336,149 81	206,802 54	129,347 27
October.....	350,579 34	231,294 25	119,285 09
November.....	300,858 66	193,169 96	107,688 70
December.....	298,405 90	133,981 03	164,424 87
Totals.....	\$3,506,919 28	\$2,438,133 01	\$1,068,786 27

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>PASSENGER EARNINGS.</b>													
From freight at stations and tolls on individual cars.	180,659 01	165,803 55	175,833 41	205,725 43	223,216 42	259,653 42	252,084 15	369,618 65	275,143 92	285,540 92	245,796 45	272,597 54	2,772,513 25
Miscellaneous.	2,556 06	5,715 78	6,495 45	12,455 24	978 99	824 95	2,159 35	16,681 74	4,990 94	15,108 51	8,384 74	26,315 34	109,517 09
Total freight earnings.	\$183,215 07	\$171,519 33	\$182,328 86	\$218,180 67	\$224,215 41	\$260,508 37	\$254,243 50	\$386,300 39	\$280,134 86	\$300,649 43	\$254,181 19	\$298,912 88	\$3,876,500 34
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers.	37,542 54	31,545 80	43,454 13	47,501 19	48,008 41	47,594 04	51,460 95	52,559 65	48,417 68	43,613 83	39,593 57	39,455 07	548,196 36
Emigrant passengers.	87 50	46 54	127 08	295 17	238 52	246 10	135 38	158 69	150 39	104 85	121 59	82 61	1,714 32
Expresses.	3,311 36	2,976 83	3,150 59	3,088 53	2,897 83	3,057 14	3,121 00	2,945 72	3,177 94	3,798 03	3,141 63	3,343 70	39,102 69
United States Mails.	2,562 50	2,562 50	12,328 40	3,647 60	3,647 60	.....	1,883 06	3,000 83	3,000 84	3,000 84	3,000 85	3,000 85	41,640 87
Miscellaneous.	276 99	1,863 48	2,653 83	818 48	283 17	170 65	967 32	3,531 63	491 23	1,003 74	252 77	1,767 73	15,092 06
Total passenger earnings.	\$38,840 89	\$39,015 16	\$61,684 43	\$55,340 97	\$63,817 52	\$61,069 83	\$57,967 71	\$62,196 57	\$55,288 05	\$61,590 81	\$46,110 41	\$48,640 86	\$672,147 20
From rents.	539 34	547 61	553 52	531 59	639 09	654 40	718 79	1,081 85	791 91	409 10	617 06	918 16	7,841 74
Total earnings from all sources.	\$772,615 30	\$211,062 12	\$247,625 81	\$274,069 58	\$290,395 72	\$312,032 90	\$312,615 00	\$349,518 99	\$336,149 51	\$350,579 84	\$300,363 66	\$398,606 90	\$3,506,319 28

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1874.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
CONDUCTING TRANSPORTATION.			
Advertising.....	\$4,780 71		\$4,780 71
Agents.....	10,211 52	\$17,494 53	27,706 05
Baggage masters.....	9,805 29		9,805 29
Brakemen.....	11,106 19	122,226 30	133,332 49
Cars, cleaning and inspecting.....	9,828 95	22,451 68	32,280 63
Car furniture and fixtures.....	2,136 59	7,547 02	9,684 21
Car service.....	23,442 19	58,298 66	81,740 85
Clerks.....	13,904 26	40,167 66	54,071 92
Conductors.....	9,773 67	51,420 01	61,193 68
Dispatchers.....	1,956 19	17,633 79	19,589 98
Docks, dredging and cleaning.....		384 90	384 90
Drawbacks and overcharges.....	528 13	22,434 03	22,962 16
Expenses of stations, except labor.....	4,496 83	2,042 26	6,539 09
Foreign agencies.....	2,656 73	1,622 55	4,279 28
Fuel at stations.....	1,117 24	2,324 07	3,441 31
Fuel for cars.....	1,113 18		1,113 18
Incidentals.....	6,296 91	14,579 85	20,876 76
Labor at stations.....	1,327 74	32,438 95	33,766 69
Light at stations.....	3,681 98	1,293 05	4,975 03
Light for cars.....	1,319 18	1,118 80	2,437 98
Loss and damage, &c.....	11,206 97	7,843 27	19,050 24
Mail expenses.....	1,977 03		1,977 03
Oil, tallow, waste, &c.....	3,462 50	14,600 23	18,062 73
Stationery and printing.....	6,747 80	18,596 61	25,344 41
Stations, repairs of, &c.....	35,203 45	21,465 87	56,669 32
Superintendence.....	2,213 85	8,620 39	10,834 24
Switchmen.....	900 54	5,066 19	5,966 73
Tax on depots.....	140 53	562 13	702 66
Tax on tonnage, "State".....		3,671 12	3,671 12
Telegraph expenses.....	11,381 40	44,542 00	55,923 40
Tolls, Catawissa Railroad.....	624 00	12,688 56	13,312 56
Wharves and landings, repairs of.....		9,406 82	9,406 82
Wrecks, clearing.....		709 19	709 19
Total.....	\$193,241 65	\$563,251 09	\$756,492 64
Amount carried forward.....			\$756,492 64



STATEMENT NO. 4—*Continued.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$756,492 64
<b>MOTIVE POWER.</b>			
Coal.....	\$19,354 37	\$160,179 56	\$179,533 93
Cotton waste.....	637 68	3,185 13	3,822 81
Engineers and firemen.....	22,311 96	138,864 58	161,176 54
Engine houses and machine shops, repairs of.....	1,854 67	7,318 14	9,172 81
Fuel for stoves.....	641 51	2,519 33	3,160 84
Incidentals.....	2,867 19	11,222 40	14,089 59
Laborers.....	11,155 22	43,513 22	54,668 44
Locomotive furniture and fixtures.....	1,546 30	6,025 92	7,572 22
Locomotives, repairs of.....	19,307 87	142,839 24	162,146 81
Oil.....	1,087 27	5,846 23	6,933 50
Stationery and printing.....	690 93	2,644 59	3,335 52
Tallow.....	639 57	3,400 84	4,040 41
Taxes on engine houses and shops.....	1,957 36	7,829 49	9,786 85
Tools and machinery, repairs of.....	3,496 05	13,667 07	17,163 12
Watchmen.....	1,964 34	7,645 72	9,610 06
Water stations and fixtures, repairs of.....	1,907 83	7,400 21	9,308 04
Water stations, expenses of.....	3,294 94	12,761 29	16,056 23
Wood, hauling and preparing.....	3,403 93	14,571 51	17,975 44
Total.....	\$98,118 69	\$591,434 47	\$689,553 16
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$122 76	\$473 27	\$596 03
Cars, repairs, ballast and wood.....	452 40	1,804 61	2,257 01
Cars, repairs of freight.....		152,369 62	152,369 62
Cars, repairs of passenger and baggage.....	48,734 40		48,734 40
Fuel for stoves.....	3 80	15 20	19 00
Incidentals.....	75 29	299 44	374 73
Laborers.....	1,345 57	5,278 89	6,624 46
Tools and repairs of tools.....	441 18	1,726 87	2,168 03
Watchmen.....	595 90	2,321 10	2,917 00
Total.....	\$51,771 28	\$164,289 00	\$216,060 28
Amount carried forward.....			\$1,662,106 08

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$1,662,106 08
<b>MAINTENANCE OF WAY.</b>			
Ballast.....	\$1,509 26	\$5,498 83	\$7,008 09
Bridges, repairs of.....	8,728 20	34,243 50	42,971 70
Cars, repairs of road and hand.....	444 44	1,750 90	2,195 34
Chairs.....	5,880 21	23,195 16	29,075 37
Clerks.....	1,075 75	4,188 16	5,263 91
Cross-ties.....	9,924 91	39,364 84	49,289 75
Expenses on property.....	67 95	271 89	339 84
Foreman, Tool, and W. houses, repairs of.....	699 11	2,785 40	3,484 51
Frogs.....	1,165 97	4,483 52	5,649 49
Incidentals.....	810 30	3,170 90	3,981 20
Iron rails.....	61,094 09	237,824 19	298,918 28
Oil, tallow, waste, &c.....	266 93	1,031 56	1,298 49
Road-bed, repairs of, labor and material.....	16,291 78	62,009 25	78,301 03
Snow and ice, removing.....	1,234 16	4,533 87	5,768 03
Spikes.....	1,125 51	4,447 96	5,573 47
Stationery and printing.....	287 56	1,122 01	1,409 57
Steel rails.....	598 40	2,393 64	2,992 04
Superintendence and supervisors.....	2,564 25	9,995 43	12,559 68
Switches.....	1,700 36	6,731 64	8,432 00
Taxes on real estate.....	921 60	3,616 85	4,538 45
Telegraph, repairs of.....	1,058 03	4,172 64	5,230 67
Tools and repairs.....	1,746 32	6,845 48	8,591 80
Track, labor repairing.....	29,192 51	114,568 67	143,761 18
Watchmen.....	10,105 11	39,287 93	49,393 04
<b>Total.....</b>	<b>\$158,492 71</b>	<b>\$617,534 22</b>	<b>\$776,026 93</b>
<b>Total working expenses .....</b>			<b>\$2,438,133 01</b>
<b>HEADS OF ACCOUNTS.</b>			
	Passenger.	Freight.	Totals.
<b>SUMMARY.</b>			
Conducting transportation.....	\$193,241 55	\$563,251 09	\$756,492 64
Motive power.....	98,118 69	591,434 47	689,553 16
Maintenance of cars.....	51,771 28	164,289 00	216,060 28
Maintenance of way.....	158,492 71	617,534 22	776,026 93
<b>Totals.....</b>	<b>\$501,624 23</b>	<b>\$1,936,508 78</b>	<b>\$2,438,133 01</b>

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.

## STATEMENT No. 5.

*Summary of the number of individual passengers and of passengers carried one mile (excluding Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	657,580	16,715,273	25.4	58,120
Emigrant " .....	943	121,553	128.8	423
Commutation " .....	21,640	311,504	14.4	1,083
Total .....	680,163	17,148,330	25.2	59,626

*Summary of tons transported and tons carried one mile (excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads).*

Tons of through freight, eastward.....	367,979	Mileage of through freight eastward ....	107,385,173
Tons of through freight, westward.....	98,691	Mileage of through freight westward....	28,423,049
Tons of local freight eastward.....	1,162,335	Mileage of local freight eastward ....	111,662,686
Tons of local freight, westward.....	614,165	Mileage of local freight westward....	46,995,925
Total tons moved.....	2,243,170	Total mileage.....	294,466,833

## DELAWARE AND BARITAN CANAL.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.—STATEMENT NO. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31.*

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.	EXCESS OF EXPENSES.
January.....	\$558 01	\$46,980 41	.....	\$46,422 40
February.....	1,890 86	48,055 34	.....	46,164 48
March.....	38,871 45	57,472 44	.....	18,600 99
April.....	118,525 28	69,680 21	48,845 07	.....
May.....	172,285 74	77,341 07	94,944 67	.....
June.....	150,085 06	69,255 39	80,829 67	.....
July.....	122,751 15	63,326 43	59,424 72	.....
August.....	136,222 22	63,256 68	72,965 54	.....
September.....	128,054 78	62,673 66	65,381 12	.....
October.....	185,349 33	69,690 94	115,658 39	.....
November.....	182,352 06	71,559 90	110,792 16	.....
December.....	83,573 29	69,124 17	14,449 12	.....
Totals.....	\$1,320,519 23	\$708,416 64	\$663,290 46	\$11,187 87

DELAWARE AND RARITAN CANAL.  
ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.

**STATEMENT No. 4.**

*Expenses in detail for the year ending December 31.*

MAINTENANCE OF CANAL.		CANAL OPERATION.
Boats and flats, repairs of.....	\$6,322 63	Barges..... \$8,092 80
Bridges.....	23,374 33	Boats—Lehigh..... 687 11
Canal bed and banks.....	26,941 17	Bridge tenders..... 10,753 70
Clerks.....	1,282 61	Collectors and weighmasters.... 9,863 59
Culverts.....	11,767 35	Clerks..... 1,282 49
Dams.....	612 61	Drawbacks and overcharges..... 46,793 32
Dredging and dredge repairs.....	21,571 47	Ferries, labor at..... 3 002 95
Fencing.....	1,884 61	Fuel and light..... 6,480 24
Ferries, expenses of.....	1 47	Incidentals..... 35 02
Horses and horse keep.....	3,709 41	Legal expenses and damages..... 3,611 66
Houses and repair shops.....	6,877 16	Lack keepers and lock engineers... 29,792 63
Incidentals.....	36 64	Office expenses rents & furniture.. 641 49
Locks and lock engines.....	27,360 43	Schooners..... 2,484 27
Office expenses, rents, furniture.....	229 07	Stationery and printing..... 1,547 53
Slope and vertical wall.....	15,802 86	Superintendence..... 7,290 56
Stationery and printing.....	478 32	Telegraph expenses..... 962 00
Superintendence and engineering.....	4,779 60	Transit duty..... 74,532 24
Taxes on real estate.....	744 69	Wrecking and policing..... 2,371 64
Telephone, repairs of.....	269 08	
Tools and tool repairs.....	3,653 96	Total canal operation..... \$210,225 09
Waste wharfs and sluices.....	4,705 06	
Watchmen.....	7,070 08	
Wharves.....	11,227 97	
Total maintenance of canal.....	\$179,973 18	

**RECAPITULATION.**

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Maintenance of canal.....	\$179,973 18
Canal operation.....	210,225 09
Steam towing account.....	378,218 37

STEAM TOWING ACCOUNT.	
Tugs—cordage for.....	\$3,542 13
" damage by.....	5,524 66
" incidentals for.....	6,168 30
" fuel for.....	71,998 73
" manning of.....	80,138 78
" repairs of.....	70,905 21
" oil, waste, and tallow for.....	4,467 39
" superintendence of.....	8,397 84
" wharfage & port expenses of.....	9,204 19
Towing by contract.....	111,038 15
Repairs of Hoboken shop.....	7,827 99
Total steam towing account.....	\$378,218 37

Total canal expenses.....	\$708,416 64
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## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1874.

## STATEMENT NO. 6.

*Showing average cost per 100 miles run for locomotive engine service for the year ending December 31.*

## EXPENSES OF ENGINES.—Average cost per 100 miles.

DIVISIONS.	CLASS.	Repairs.	Fuel.	Stores.	Totals.
PENNSYLVANIA RAILROAD DIVISION.					
Philadelphia Division.....	Passenger Engines.....	\$2 69	\$4.33	\$ .75	\$7.77
	Distributing " .....	.87	2.94	.04	4.45
	Freight " .....	3.57	6.69	.89	11.15
Middle Division.....	Passenger Engines.....	3.14	3.58	.55	7.27
	Distributing " .....	2.79	4.49	.61	7.89
	Freight " .....	5.76	6.79	.66	13.21
Lewistown Division.....	Passenger Engines.....	3.61	2.82	.54	6.97
	Distributing " .....	2.88	4.01	.87	7.56
	Freight " .....	8.75	4.53	.64	13.92
Bedford Division .....	Passenger Engines.....	1.78	2.40	.40	4.58
	Distributing " .....	3.33	5.10	.74	9.17
	Freight " .....	6.83	4.46	.61	11.90
Tyrone Division.....	Passenger Engines.....	3.17	4.81	.48	8.46
	Distributing " .....	1.31	4.43	.55	6.29
	Freight " .....	6.01	9.18	.64	15.83
Western Penn'a Division...	Passenger Engines.....	1.80	3.80	.37	5.97
	Distributing " .....	.60	4.50	.49	5.59
	Freight " .....	8.14	5.93	.49	14.56
Pittsburg Division.....	Passenger Engines.....	5.51	4.72	.74	10.97
	Distributing " .....	2.07	3.95	.68	6.70
	Freight " .....	7.93	7.62	.87	16.42
UNITED RAILROADS OF NEW JERSEY DIVISION.					
New York Division.....	Passenger Engines.....	5.83	13.73	1.15	20.71
	Distributing " .....	2.17	9.74	.99	12.90
	Freight " .....	6.36	18.10	1.23	25.69
Amboy Division.....	Passenger Engines.....	5.58	9.69	.84	16.11
	Distributing " .....	2.20	8.49	.92	11.61
	Freight " .....	4.08	13.17	1.07	18.32
Belvidere Division.....	Passenger Engines.....	3.20	10.38	1.26	14.84
	Distributing " .....	1.76	10.61	1.07	13.44
	Freight " .....	3.31	14.16	1.29	18.76
PHILADELPHIA AND ERIE RAILROAD.					
Eastern Division .....	Passenger Engines.....	5.34	4.72	.61	10.57
	Distributing " .....	5.34	5.93	.80	12.07
	Freight " .....	4.37	7.83	.68	12.78
Middle Division.....	Passenger Engines.....	4.20	4.41	.53	9.14
	Distributing " .....	4.96	7.37	.72	13.05
	Freight " .....	9.18	8.63	.61	18.42
Western Division.....	Passenger Engines.....	3.43	5.15	.46	9.04
	Distributing " .....	2.87	7.79	.76	11.42
	Freight " .....	7.51	9.42	.60	17.53

## CONDITION OF LOCOMOTIVES.

	Penna. R. R. Division.	U. R. R. of N. J. Division.	Phila. & Erie Division.	Totals.
In service in good working order.....	448	144	62	654
In service requiring repairs.....	94	65	54	213
In shop under general repairs.....	77	33	23	133
In shop under slight repairs.....	26	13	5	44
Condemned and cut up.....	7	12	10	29
Leased to S. and M. Pt. R. R. Co.....	1	.....	.....	1
Leased to Philad'a and Erie R. R. Co....	1	.....	.....	1
Totals.....	654	267	154	1,075

## GREATEST MILEAGE WITH FREIGHT TRAINS.

DIVISIONS.	No. of Engines.	MILEAGE.
Pennsylvania Railroad.....	491	46,689
United Railroads of New Jersey.....	855	33,462
Philadelphia and Erie Railroad.....	1,130	36,212

## GENERAL AVERAGE MILEAGE WITH FREIGHT TRAINS.

DIVISIONS.	MILEAGE.
Pennsylvania Railroad.....	22,491
United Railroads of New Jersey.....	19,623
Philadelphia and Erie Railroad.....	21,641

## GREATEST MILEAGE WITH PASSENGER TRAINS.

DIVISIONS.	No. of Engine.	Mileage.
Pennsylvania Railroad.....	570	51,529
United Railroads of New Jersey.....	914	60,604
Philadelphia and Erie Railroad.....	1,003	33,703

## GENERAL AVERAGE MILEAGE WITH PASSENGER TRAINS.

DIVISIONS.	Mileage.
Pennsylvania Railroad.....	28,706
United Railroads of New Jersey.....	24,657
Philadelphia and Erie Railroad.....	21,982

## MILEAGE OF LOCOMOTIVES.

DIVISIONS.	Passenger.	Freight.	Distributing.	Totals.
Pennsylvania Railroad, 1874....	2,928,003	11,267,799	449,020	14,644,822
“ “ 1873.....				16,111,315
Decrease.....				1,466,493
U. R. R. of N. J., 1874.....	2,391,731	2,551,025	259,720	5,202,476
“ “ 1873.....				5,512,065
Decrease.....				309,589
Phila. and Erie R. R., 1874.....	461,822	1,950,662	103,201	2,515,685
“ “ 1873.....				2,874,881
Decrease.....				359,196



## COST OF REPAIRS, FUEL, AND STORES.

DIVISIONS.	Repairs.	Fuel.	Stores.	Total.
Penn'a R. R., 1874....	\$776,339 19	\$932,298 55	\$111,817 19	\$1,820,454 93
Penn'a R. R., 1873...	790,169 27	1,159,138 37	136,685 94	2,085,993 58
Increase.....				
Decrease .....	\$13,830 08	\$226,839 82	\$24,868 75	\$265,538 65
U. R. R. of N. J., 1874	\$271,092 93	\$734,053 61	\$59,108 51	\$1,064,255 05
U. R. R. of N. J., 1873	329,542 15	710,345 83	73,551 82	1,113,439 80
Increase.....		\$23,707 78		
Decrease .....	\$58,449 22		\$14,443 31	\$49,184 75
Phil. & Erie R.R. 1874	\$162,146 81	\$197,509 37	\$14,796 72	\$374,452 90
Phil. & Erie R.R. 1873	230,938 63	267,101 08	19,015 12	517,054 83
Increase .....				
Decrease.....	\$68,791 82	\$69,591 71	\$4,218 40	\$142,601 93
Entire line, 1874.....	\$1,209,578 93	\$1,863,861 53	\$185,722 42	\$3,259,162 88
Entire line, 1873.....	1,350,650 05	2,136,585 28	229,252 88	3,716,488 21
Increase.....				
Decrease.....	\$141,071 12	\$272,723 75	\$43,530 46	\$457,325 33

## COST OF REPAIRS, FUEL, AND STORES, PER 100 MILES.

DIVISIONS.	Repair.	Fuel.	Stores.	Total.
Pennsylvania R. R., 1874.....	5.30	6.37	.76	12.43
Pennsylvania R. R., 1873.....	4.90	7.19	.85	12.94
Increase.....	.40			
Decrease.....		.82	.09	.51
United Railroads of N. J., 1874.....	5.21	14.11	1.14	20.46
United Railroads of N. J., 1873.....	5.98	12.89	1.33	20.20
Increase.....		1.22		.26
Decrease.....	.77		.19	
Philadelphia and Erie R. R., 1874.....	6.44	7.85	.59	14.88
Philadelphia and Erie R. R., 1873.....	8.03	9.29	.68	17.98
Increase.....				
Decrease.....	1.59	1.44	.07	3.10
Entire line, 1874.....	5.41	8.33	.83	14.57
Entire line, 1873.....	5.51	8.72	.93	15.16
Increase.....				
Decrease.....	.10	.39	.10	.59

## GENERAL AVERAGE CONSUMPTION OF FUEL AND STORES.

DIVISIONS.	Pounds coal to one mile.	Quarts oil to one hundred miles.	Pounds waste, to one hundred miles.	Pounds tallow to one hundred miles.
Penn'a R R., 1874....	72.1	3.1	1.7	2.7
Penn'a R. R., 1873....	74.5	3.3	1.9	2.9
Increase.....				
Decrease.....	2.4	0.2	0.2	0.2
U. R.R. of N. J., 1874	57.7	4.2	2.9	3.5
U. R. R. of N. J., 1873.	54.6	4.9	3.3	3.6
Increase.....	3.1			
Decrease.....		0.7	0.4	0.1
Phila. & E. R. R., 1874	86.2	2.7	1.5	2.2
Phila. & E. R. R. 1873	86.4	2.9	1.5	2.3
Increase.....				
Decrease.....	0.2	0.2		0.1

COST OF REPAIRS PER MILE RUN, PENNSYLVANIA RAILROAD  
DIVISION.

YEAR.	Cost per mile run.
1868.....	12 <sup>8</sup> / <sub>100</sub> cents.
1869.....	11 " "
1870.....	9 <sup>13</sup> / <sub>100</sub> " "
1871.....	6 <sup>31</sup> / <sub>100</sub> " "
1872.....	8 <sup>16</sup> / <sub>100</sub> " "
1873.....	4 <sup>20</sup> / <sub>100</sub> " "
1874.....	5 <sup>30</sup> / <sub>100</sub> " "

WORK DONE ON LOCOMOTIVES AT THE COMPANY'S MACHINE  
SHOPS.

	Penn'a Railroad Division.	United Railroads of N. J. Division.	P. and E. R. R. Division.	Totals.
Locomotives built entirely new.....	32		3	35
"      "      "      for I. N. Co.....	1			1
"      had general repairs.....	180	66	33	279
"      had slight repairs.....	2,408	1,125	106	3,639
"      new steel fire boxes.....	32		3	35
"      new steel fire boxes for I. N. Co.....	1			1
"      had new steel fire boxes built.....	11	2	1	14
"      had new half steel fire boxes built.....		1		1
"      had new iron fire boxes built.....		2		2
"      new steel boilers.....	32		2	34
"      new iron boilers.....			1	1
"      new steel boilers for I. N. Co.....	1			1

## WHEELS AND AXLES USED.

DIVISIONS.	AXLES.			WHEELS.
	Iron.	Steel.	Total.	
Pennsylvania Railroad.....	5,154	1,738	6,892	27,578
United Railroads of New Jersey.....	320	671	991	7,776
Philadelphia and Erie Railroad.....	789	203	992	3,876
Totals.....	6,263	2,612	8,875	39,030

## TIRES USED.

	P. R. R. Division.	U. R. R. of N. J. Division.	P. & E. Division.	Totals.
Steel for new locomotives.....	192	.....	12	204
Chilled for new locomotives.....	.....	.....	6	6
Chilled for new locomotives, I. N. Co....	6	.....	.....	6
Steel for renewals.....	117	26	32	175
Chilled for renewals....	170	.....	12	182
Totals.....	485	26	62	573

# REPORT

## OF THE

### GENERAL MANAGER.

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**Office of the General Manager.**

*Philadelphia, February 15, 1875.*

To the President and Board of Directors

of the Pennsylvania Railroad Company.

**GENTLEMEN:**—The following report of the operations of the Pennsylvania Railroad and Branches, and of the leased Lines in Pennsylvania and New Jersey, during the year 1874, is respectfully submitted.

#### PENNSYLVANIA RAILROAD DIVISION.

The earnings of the Main Line and Branches were:

From freight,	.	.	.	.	.	.	\$17,227,504	69
“ passengers,	.	.	.	.	.	.	4,258,887	68
“ express,	.	.	.	.	.	.	373,544	82
“ mails,	.	.	.	.	.	.	193,610	14
“ miscellaneous,	.	.	.	.	.	.	588,824	02
								<hr/>
Total,	.	.	.	.	.	.	\$22,642,371	35

The expenses were:

Conducting transportation,	.	.	\$5,179,058	19
Motive power,	.	.	3,535,352	22
Maintenance of cars,	.	.	1,256,452	76
Maintenance of way,	.	.	2,859,373	06
General expenses,	.	.	415,210	84
				<hr/>
				13,245,447 07
				<hr/>
Net earnings,	.	.	.	9,396,924 28
“ “ for previous year,	.	.	.	9,445,703 74
				<hr/>
Decrease,	.	.	.	\$48,779 46
				<hr/> <hr/>

The expenses, compared with those of 1873, were as follows :

	Conducting Transportat'n	Motive Power.	Maintenance of Cars.	Maintenance of Way.	General Expenses.	Total.
1874.....	\$5,179,058 19	\$3,536,352 22	\$1,256,452 76	\$2,859,373 06	\$415,210 84	\$13,245,447 07
1873.....	5,664,140 57	4,223,530 53	1,926,095 53	3,246,832 20	879,706 33	15,440,305 16
Increase...					35,504 51	35,504 51
Decrease...	485,082 38	688,178 31	669,642 77	387,459 14		2,230,362 60
Net decrease.....						\$2,194,858 90

The decrease in net earnings as compared with 1873, was entirely due to the falling off in the gross earnings, owing to the prostration in all mining, manufacturing and other business interests. The gross earnings show a decrease of \$2,243,637.55, or 9 per cent. under 1873, and the expenses a decrease of \$2,194,858.09, or 14 per cent. This large diminution in the expenses has been accomplished by the most rigid economizing in all departments of the Company's service, and by the decreased cost of labor and material.

The high condition in which the track and rolling stock of the Company had been placed, permitted the operating expenses to be kept down, without in any way interfering with the proper maintenance of the Road, its equipment and appurtenances.

While reducing the operating expenses to the minimum there has been no failure to avoid deterioration in any of the Branches of the service. On the contrary a very positive and marked improvement was made in the condition of the track, road-bed, bridges, &c., and the locomotives, cars and rolling stock of every description, were maintained at the very high standard reached during the previous year.

NUMBER OF PASSENGERS CARRIED ON PENNSYLVANIA RAILROAD  
AND BRANCHES.

	1874.	1873.	Increase.	Decrease.
First-class passengers .....	4,671,464	4,560,407	111,057	
Emigrant " .....	46,416	56,513		10,097
Commutation " .....	1,370,223	1,262,764	107,459	
Total.....	6,088,103	5,879,684	218,516	10,097
Net increase.....			208,419	

## MILES TRAVELED BY PASSENGERS.

	1874.	1873.	Increase.	Decrease.
First-class passengers.....	148,701,118	149,939,922	.....	1,238,804
Emigrant " .....	15,747,108	18,739,572	.....	3,042,464
Commutation " .....	10,511,413	8,749,525	1,761,888	.....
Total .....	174,959,639	177,479,019	1,761,888	4,231,268
Net decrease .....	.....	.....	.....	2,519,380

The increase in the number of passengers carried was  $3\frac{54}{100}$  per cent., and the decrease in the number of miles travelled was  $1\frac{43}{100}$  per cent., indicating a very decided increase in local travel, which is deemed a gratifying as well as profitable result to the Company.

## FREIGHT BUSINESS.

The following is a statement of the tonnage moved :

Through freight eastward, . . . . .	1,065,647 tons.
" " westward, . . . . .	301,324 "
Local " eastward, . . . . .	4,915,187 "
" " westward, . . . . .	2,344,788 "
	<u>8,626,946 "</u>
Fuel and other material for Company's use, . . . . .	491,473 "
Total freight tonnage 1874, . . . . .	9,118,419 "
" " " 1873, . . . . .	9,998,791 "
	<u>Decrease, . . . . . 880,372 "</u>
Percentage of decrease for 1874, $8\frac{80}{100}$ .	

The above statement shows a large increase in the through freight eastward and a falling off in the through freight westward, also in local freight eastward and local freight westward.

## MILEAGE.

	1874.	1873.	Increase.	Decrease.	Per centage.
Mileage of through freight eastward.....	320,971,846	312,362,836	68,609,510	.....	21.97 inc.
Mileage of through freight westward.....	107,692,989	114,475,403	.....	6,782,414	5.92 dec.
Mileage of local freight eastward.....	764,477,061	820,776,145	.....	56,299,084	6.86 dec.
Mileage of local freight westward.....	119,425,080	137,218,086	.....	17,793,006	12.97 dec.
Total.....	1,372,566,976	1,384,831,970	.....	80,874,504	.....
Net decrease.....	.....	.....	.....	12,264,994	89-100



The total tonnage mileage of through and local freight was: Eastward, 1,145,448,907; westward, 227,118,069; an increase eastward of  $1\frac{9}{10}\%$  per cent., and westward, a decrease of  $9\frac{7}{10}\%$  per cent. During the year 1873, the westward tonnage mileage was  $18\frac{2}{10}\%$ , and the eastward  $81\frac{8}{10}\%$  per cent. of the total, while in 1874, the westward was but  $16\frac{4}{10}\%$  per cent., and the eastward  $83\frac{6}{10}\%$  per cent. of the entire tonnage mileage.

This exhibits a greater disparity between the east and west bound tonnage than in 1873, and as the operating expenses increase or decrease in direct proportion to the east bound tonnage, the decrease in the freight expenses appear very favorably, for in comparing those expenses of 1874, with 1873, it will be observed that while the tonnage mileage eastward increased  $1\frac{9}{10}\%$  per cent., the freight expenses decreased  $13\frac{4}{10}\%$  per cent.

#### MOVEMENT OF LOADED CARS ON MAIN LINE.

STATIONS.	Loaded Cars.	1874.	1873.	Increase.	Decrease	Per centage.
West Philadelphia	Eastward.....	305,364	286,193	19,171	.....	6.69
"	Westward.....	75,963	76,698	.....	735	0.96
Columbia.....	Eastward.....	328,748	306,895	21,853	.....	7.12
"	Westward.....	74,694	81,048	.....	6,354	7.84
Harrisburg.....	Eastward.....	353,759	332,287	21,472	.....	6.46
"	Westward.....	68,740	72,685	.....	3,945	5.43
Mifflin.....	Eastward.....	351,534	385,664	.....	34,130	8.85
"	Westward.....	64,433	71,122	.....	6,689	9.40
Altoona.....	Eastward.....	279,232	294,328	.....	15,096	5.13
"	Westward.....	76,362	85,578	.....	9,216	10.77
Derry.....	Eastward.....	239,615	238,137	1,478	.....	0.62
"	Westward.....	72,560	79,157	.....	6,597	8.33
Pittsburgh.....	Eastward.....	147,361	132,340	15,021	.....	11.35
"	Westward.....	153,300	162,739	.....	9,439	5.80

The increase in the movement of loaded cars on the Main Line at West Philadelphia, Columbia and Harrisburg, was mainly due to the transfer of the New York stock business east of Harrisburg, via this Company's line, which, previous to January 1st, had been transported over the Allentown Line.

## MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING ROADS.

STATIONS.	Loaded Cars.	1874.	1873.	Increase.	Decrease.	Per centage.
Marysville.....	Eastward....	48,891	43,856	5,035	.....	11.48
"	Westward....	4,904	7,145	.....	2,241	31.36
Lewistown .....	Eastward....	2,858	3,233	.....	375	11.60
"	Westward....	10,838	12,338	.....	1,500	12.16
Sunbury .....	Eastward....	2,388	2,219	169	.....	7.62
"	Westward....	8,225	9,849	.....	1,624	16.49
Huntingdon .....	Eastward....	28,119	45,104	.....	16,985	37.66
"	Westward....	6,757	10,343	.....	3,586	34.67
Bedford .....	Eastward....	8,537	16,084	.....	7,547	46.92
"	Westward....	1,178	1,114	64	.....	5.75
Lock Haven.....	Eastward....	9,468	10,172	.....	704	6.92
"	Westward....	3,976	4,251	.....	275	6.47
Tyrone.....	Eastward....	60,378	62,061	.....	1,683	2.71
"	Westward....	4,190	6,869	.....	2,679	39.00
Altoona.....	Eastward....	8,384	12,612	.....	4,228	33.52
"	Westward....	7,958	10,452	.....	2,494	23.86
Greensburg.....	Eastward....	3,112	2,179	933	.....	42.81
"	Westward....	39,696	23,440	16,256	.....	69.35
Blairsville.....	Eastward....	41,790	62,872	.....	21,082	33.53
"	Westward....	10,882	16,698	.....	5,816	34.83
Allegheny City...	Eastward....	17,026	19,338	.....	2,312	11.96
"	Westward....	8,808	12,391	.....	3,583	28.92

The increase in the cars passing Greensburg was caused by the increase in the coal and coke traffic over the South Western Pennsylvania Railroad.

The live stock shipments from East Liberty stock yards show a decrease as compared with 1873. The number of cars shipped in 1874 was 37,697 against 38,008 in 1873, or a decrease of less than one per cent.

There were shipped through East over the road during 1874 1,151,802 barrels refined oil, 1,792,465 barrels of crude oil, 9,778 barrels of lubricating oil, 1,120 barrels of tar, and 17,231 barrels of benzine, &c. The shipments to local stations amounted to 306,204, barrels of all kinds of oil, giving a total 3,278,600 barrels transported. The decrease in the oil trade is in part owing to the general depression in that business, and partly to the change in the producing territory of the oil regions, a large district of which was reached by the Low Grade Line by a shorter distance to market than by the Main Line, and therefore a portion of this trade was transferred to that route.

The shipments of coal and coke over the Maine Line and Branches during the year were as follows :

Gas coal from Westmoreland region, 952,971 tons.

Coal and coke from Pittsburgh " 514,010

Coal and coke from Southwest Pennsylvania region, . . . 438,620

Coal and coke from West Pennsylvania region, . . . 240,177

Semi-bituminous Broad Top region, 164,543

" Cumberland " 74,332

" Clearfield " 645,529

" Snow Shoe " 63,540

" Gallitzin " 208,212

" (shipped over D.

H. & W. & L. C. & S. C.) . 1,137

Total, . . . 3,303,071

Anthracite (includes—114,599 tons

shipped over D. H. & W. & L.

C. & S. C.), . . . 906,266

4,209,337 tons.

## MOTIVE POWER.

There were constructed during the year at the Company's Shops, 33 locomotives, 4 for the Philadelphia and Erie Railroad Division, charged to construction and equipment, 1 for the International Navigation Company, and paid for by that company, and 28 charged to repairs to replace that number worn out and cut up. The total number of locomotives in service on the first of January, 1875, was 1,075, which were distributed as follows:

Pennsylvania Railroad Division, . . . . .	654
United Railroads of New Jersey Division, . . . . .	267
Philadelphia and Erie Railroad Division, . . . . .	154
Total, . . . . .	<u>1,075</u>

In the above statement are included locomotives received with the lease of the United Railroads of New Jersey Division, together with those belonging to the Belvidere Delaware Railroad.

The cost of repairs on the Pennsylvania Railroad Division was 5 $\frac{4}{10}$  cents per mile run, being  $\frac{4}{10}$  per cent. increase over 1873; this slight increase is accounted for by the fact that there were 24 more new locomotives built and charged to repairs in 1874, than in 1873.

Each succeeding year demonstrates the value of the system of templates and standards adopted several years since, both for the construction and repairs of the rolling stock. At times during the year 1874, there were as many as 27 locomotives of one class in the Altoona shops for repairs, having interchangeable and duplicate parts, and as a consequence the repairs were made in the most rapid and economical manner, thus placing in paying service a much larger per centage than would have been possible under the old system.

## MILEAGE OF FREIGHT LOCOMOTIVES AS COMPARED WITH THE TONNAGE MILEAGE.

	1874.	1873.	Decrease.	Percentage.
Mileage of Freight Engines.....	11,383,275	12,645,334	1,162,059	9.26
Tons moved one mile.....	1,372,566,976	1,384,831,970	12,264,994	.89

This statement indicates that the improvement which has been going on for several years past is still in progress, viz.: That while

the tonnage mileage has decreased  $1\frac{8}{10}\%$  per cent., the mileage of freight locomotives has decreased  $9\frac{2}{10}\%$  per cent., showing an increase in the tons moved per engine. Although all the locomotives were not required to move the traffic, those which were in service were worked up to their full capacity.

## PASSENGER EQUIPMENT.

There were 9 first-class passenger and 4 new baggage cars built at the Altoona Car Shops and added to the equipment making the total passenger equipment January 1st, 1875, as follows:

	P. R. R. Div.	U. R. R. of N. J. Div.	P. and E. Div.	Total.
Passenger cars.....	232	325	47	604
Emigrant " .....	64	1	6	71
Baggage " .....	60	25	15	100
Mail " .....	4	2	.....	6
Express " .....	63	. ....	9	72
Total.....	423	353	77	853

## MILEAGE OF PASSENGER EQUIPMENT.

DIVISIONS.	Passenger Cars.	Emigrant Cars.	Baggage Cars.	Mail Cars.	Express Cars.	Total.
Philadelphia.....	2,004,006	315,669	692,418	66,103	528,694	3,607,780
Middle.....	1,343,272	338,665	575,651	83,292	600,320	2,941,190
Pittsburgh.....	2,136,840	284,594	593,681	74,027	554,274	3,643,416
Lewistown.....	153,490	558	12,908	.....	.....	166,951
Bedford .....	44,449	.....	7,505	.....	40	51,994
Tyrone .....	258,938	21,024	127,700	.....	.....	407,662
West Pennsylvania.....	539,789	420	93,250	.....	49	633,508
Total.....	6,481,474	900,930	2,108,108	223,422	1,683,577	11,462,101
Total for 1873.....	6,763,519	1,095,221	2,202,963	221,136	1,885,939	12,168,778
Increase.....	.....	.....	.....	2,286	.....	.....
Decrease .....	282,045	184,291	99,855	.....	202,362	716,377

## FREIGHT EQUIPMENT.

There were added to the freight equipment during the year, 37 stock cars for use of the abattoir at Jersey City, 30 gondola cars, 500 four-wheel coal cars, and 1 new caboose car for Philadelphia and Erie R. R. Division, all built at Altoona shops.

	P. R. R. Div.	U. R. R. of N. J. Div.	P. & E. Div.	Total.
Box .....	3,213	862	969	5,044
Stock.....	1,900	140	100	2,140
Gondola.....	5,492	676	2,185	8,353
Eight-wheel coal.....	1,478	610	30	2,118
Four-wheel coal.....	1,003	1	40	1,044
Eight-wheel marl.....	.....	242	.....	242
Four-wheel marl.....	.....	205	.....	205
Four-wheel cabin.....	8	18	47	73
Eight-wheel cabin.....	269	71	18	358
Total .....	13,363	2,825	3,389	19,577

The above includes both the cars acquired by the lease of the United Railroads of New Jersey Division, and those of the Belvidere Delaware Railroad.

The following statement represents the total number of cars of all description owned by this Company, including those acquired by the lease of the United Railroads of New Jersey Division, as well as those belonging to the Belvidere Delaware Railroad Company.

DIVISIONS.	Passenger Equipment.	Freight Equipment.	M't of Way Equipment.	Totals.
Pennsylvania Railroad Div....	423	13,363	844	14,630
United Railroads of N. J. Div.	353	2,825	297	3,475
Philadelphia & Erie R. R. Div.	77	3,389	374	3,840
Totals.....	853	19,577	1,515	21,945

In addition to the above, there were one thousand cars built by

the Railway Equipment Trust and leased to this Company for use in the coal trade from the Lykens Valley and Shamokin regions. There were also 9,639 cars owned by individuals and other companies running over this Company's lines.

#### MAINTENANCE OF WAY.

Statement of new tracks laid on the Pennsylvania Railroad Division during the year :

	Miles.	Feet.	Miles.	Feet.
Main Line, Philad'a Division.....	3	3,960		
Main Line, Bedford Division.....		3,000	4	1,680
Third track, Middle Division.....	2	5,080		
Third track, Pittsburgh Division.....		3,212	3	3,012
Sidings, Philadelphia Division.....	8	745		
"    Middle Division.....	2	306		
"    Pittsburgh Division.....	3	78		
"    Tyrone Division.....		913		
"    West Pennsylvania Division.....	1	585		
"    Lewistown Division.....		468		
"    Bedford Division.....		3,080	15	895
Extension Main Track, Williamsburg Branch.....		175		
"    "    S. W. Penn. Railway.....		1,814		1,989
Total.....			23	2,296
Less tracks removed... { Old Line, Phila. Div.....	3	4,136		
"    "    Bedford Div....	1	2,320		
Sidings.....		4,465	6	361
			17	1,935
Private Sidings.....	5	1,199		
Less private sidings removed.....		565	5	634
Total additional length of track, including individual sidings.....			22	2,569

Total number of miles of single track in use January 1, 1875.

Main Line, including sidings, . . . . .	975.7 miles.
Branches owned, including sidings, . . . . .	119.7 "
"    leased,    "    "    . . . . .	440.4 "
Private sidings, . . . . .	73.5 "
<b>Total, . . . . .</b>	<b>1,609.3 "</b>

Statement of track material used for repairs on the Pennsylvania Railroad and Branches in 1874:

	Steel rails.	Iron rails.	Splice joints.	Spikes.	Cross ties.
	Tons.	Tons.	Number.	Pounds.	Number.
Philadelphia to Harrisburg.....	2,438	94	6,369	185,770	140,834
Harrisburg to Altoona.....	5,328	6	16,885	343,730	201,999
Altoona to Pittsburgh.....	2,629	54	8,387	226,950	98,110
Delaware Extension.....	17	238	622	24,450	12,154
East Brandywine and Waynesburg Railroad.....	102	450	3,180	6,400	
York Branch.....	12	1	231	4,855	3,601
Pennsylvania and Delaware Railroad.....		1		11,770	
Mifflin and Centre County Railroad.....		14	53	3,136	2,107
Sunbury and Lewistown Railroad.....		18	61	10,129	5,025
Bedford and Bridgeport Railroad.....		7	28	3,477	154
Tyrone Branch.....	4	195	138	5,080	4,327
Tyrone and Clearfield Railroad.....	461	402	1,016	13,345	16,290
Bald Eagle Valley Railroad.....		231	960	7,717	8,545
Hollidaysburg and Morrison's Cove Railroad.....		84	390	11,479	6,162
Ebensburg and Cresson Railroad.....			363	3,650	6,433
Southwest Pennsylvania Railway.....		49	80	4,755	424
Indiana Branch.....	80	73	591	8,350	7,064
West Pennsylvania Railroad.....		1,307	4,989	77,485	43,580
<b>Total.....</b>	<b>10,979</b>	<b>2,976</b>	<b>38,613</b>	<b>940,258</b>	<b>563,509</b>

In addition to the preceding the following material was used in constructing new tracks.

Steel rails, . . . . .	270 tons.
Iron " . . . . .	416 "
Splice joints, . . . . .	3,890 "
Spikes, . . . . .	87,650 lbs.
Cross ties, . . . . .	24,199

On the first of January, 1875, there had been laid in the main track of the Main Line 76,320 tons of steel rails or 724.9 miles;



in the main track of Branch Roads 1,584 tons ; in third and fourth tracks and sidings on Main Line and Branches, 6,887 tons. Total, 84,791 tons of steel. There will be a sufficient amount of steel rails laid in 1875, to complete the track of the Main Line from Philadelphia to Pittsburgh with steel rails.

A very decided improvement has been accomplished during the past year in the road-bed and track, notwithstanding the reduction in the Maintenance of Way Expenses. The amount of money expended for steel rails used for repairs in 1874 being much less than in 1873, an increased amount of labor was placed on the track, and this, together with the adoption of improved methods for renewals, and the great attention given to the details, produced the very desirable result above referred to.

Recognizing the necessity for more perfect roadway and track to meet the increased wear and tear caused by the greater weight of locomotives and speed of trains, a system of inspection and premiums was adopted some years since, which has been more effectually carried out each succeeding year, with constantly improving results. An annual inspection during the Fall is made by all the Officers in the Maintenance of Way Department, at which time each subdivision (3 miles long) is carefully scrutinized and comparative notes recorded as to its condition. From an average of these notes made by all the Officers, a general average is prepared on which premiums are distributed to the supervisors and track foremen. The report for the year 1874 shows a higher general average than for any previous year, although the officers participating in the inspection had become more critical by experience on other inspections.

On the Philadelphia Division there were 3,400 feet of double track near Caln Station, and 6,500 feet of double track between Duffy's Embankment and Frazer's Station completed for change of line, the cost of which was charged to repairs.

On the Bedford Division a new line 3,000 feet in length was built in order to secure a connection with the Pittsburgh and Connellsville Railroad, and avoid the Branch to Bridgeport. This new line was opened May 11, and the cost of the work was nearly met by the old material from the old line of 7,600 feet, which was abandoned.

## BRIDGES.

The repairs of the bridges have been prosecuted and the structures kept in thorough condition.

In accordance with the contract with the City of Pittsburgh, which, when fulfilled, will secure overhead street crossings between Pittsburgh and East Liberty, and prevent any interference with the movement of trains by passengers and conveyances crossing at grade, the Shady Lane Bridge has been completed, and work commenced on the Bridge at Thirty-third Street.

On July 4, a very severe storm prevailed in the vicinity of Lewistown, which entirely demolished the bridge over the Juniata on the Mifflin and Centre Co. Railroad. A temporary trestle was put in position and trains passed over within 5 days after the accident. The erection of a new bridge is now under way and nearly completed.

## TELEGRAPH.

The telegraph lines were all maintained in good condition, and a large portion of them on the Main Line were renewed.

The block signal system was put in successful operation between Philadelphia and Paoli, and Pittsburgh and Conemaugh.

There were 14 new telegraph towers erected during the year.

## REMARKS.

On February 5, the Springfield Branch, extending from the Williamsburg Junction to the Springfield Ore Mines, was opened for business and operated as a portion of the Pittsburgh Division.

On December 24, the Curwensville Extension of the Tyrone and Clearfield Railroad, extending from Clearfield to Curwensville, a distance of 6½ miles, was opened for business and operated as a portion of the Tyrone Division. This line opens up new and valuable coal and lumber properties.

The work on the new erecting shop at Altoona, which had been suspended, was resumed, and the shop put in order for operation. The system of rapid running cord cranes for lifting and moving locomotives, while in the shop under construction and repairs, was adopted for use in this shop, and the results have proved very satisfactory.

The new wheel foundry at Altoona was in operation throughout the year, making 21,837 wheels from the steeled wheel mixture. These wheels have so far given very good results as to their durability while in service. The foundry has proved a very remunerative investment, as shown by the saving in the cost of wheels.

The terminal facilities at Philadelphia were largely increased by the erection of a pier at Greenwich for anthracite coal, with capacity for trans-shipment of 500,000 tons per annum; and by the building of the Commercial Avenue Railroad from Greenwich to the Navy Yard property near Reed Street, and the opening of the wharf at the foot of Reed Street for the reception of lumber and other bulk freight to consignees located in that part of the City. The tracks of the Delaware extension were extended from Washington Avenue along the river front to Dock Street, and on the 10th of August, the new freight station on Delaware Avenue between Walnut and Dock Streets, was opened for the handling of through freight, and on the same date the old freight station at Thirteenth and Market Streets was closed. The through and local freight business is now separated, the former being received and forwarded through the Dock Street Station, and the latter through the freight station at Fifteenth and Market Streets.

By means of the large elevator and extensive wharfing facilities erected by the International Navigation Company at Girard Point, or junction of the Schuylkill and Delaware Rivers in the City of Philadelphia, a portion of the grain and other steamship freight arriving at this port, can be promptly and economically transferred, adding greatly to the capacity for handling foreign and home traffic at minimum cost of performing such service.

#### UNITED RAILROADS OF NEW JERSEY DIVISION.

The earnings of the United Railroads of New Jersey Division, exclusive of the Belvidere Delaware Railroad and Flemington Branch, were:

From freight,	.	.	.	.	.	.	.	\$3,713,597	78
“ passengers,	.	.	.	.	.	.	.	4,504,197	97
“ express,	.	.	.	.	.	.	.	270,251	03
									<hr/>
Amount carried forward,	.	.	.	.	.	.	.	\$8,488,046	78

Amount brought forward, . . . . .	\$8,488,046 78
From mails, . . . . .	68,121 14
“ miscellaneous, . . . . .	144,801 44
Total, . . . . .	<u>\$8,700,969 36</u>

The expenses were:

Conducting transportation, . . . . .	\$2,984,291 53
Motive power, . . . . .	1,589,626 21
Maintenance of cars, . . . . .	370,155 62
“ way, . . . . .	1,291,368 13
General expenses, . . . . .	94,591 93
	<u>6,330,033 42</u>
Net earnings, . . . . .	\$2,370,935 94
“ “ previous year, . . . . .	1,724,551 88
Increase, . . . . .	<u>\$646,384 06</u>

The earnings of the Belvidere Delaware Railroad and Flemington Branch, were:

From freight, . . . . .	\$1,001,502 43
“ passengers, . . . . .	197,972 23
“ express, . . . . .	4,123 70
“ mails, . . . . .	6,274 24
“ miscellaneous, . . . . .	5,775 45
Total, . . . . .	<u>1,215,648 05</u>

The expenses were:

Conducting transportation, . . . . .	\$242,928 83
Motive power, . . . . .	183,614 78
Maintenance of cars, . . . . .	100,438 14
“ way, . . . . .	246,666 19
General expenses, . . . . .	<u>773,647 94</u>
Net earnings, . . . . .	\$442,000 11
“ “ previous year, . . . . .	322,310 11
Increase, . . . . .	<u>\$119,690 00</u>

The satisfactory increase in the net earnings on the New Jersey Lines is greatly due to the improved facilities which had been provided in the last two years, and from which the benefit has been

but partially received this year. Better results may be expected in the future from these improvements. The reduced cost of labor and material has also been largely instrumental in reducing expenses.

The introduction of the Pennsylvania Railroad standards in all the mechanical branches of the service, very materially reduced the cost of repair, and will for several years in the future have an important bearing in further reducing that item.

The following statements show the number of passengers carried and miles travelled:

UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUDING  
BELVIDERE DELAWARE RAILROAD.

	Individual Passengers.		Miles Travelled.	
	1874.	1873.	1874.	1873.
First-class passengers.....	5,535,060	6,619,179	127,474,989	138,674,110
Emigrant " .....	61,071	76,729	5,416,710	6,830,288
Commutation " .....	2,241,186	1,307,135	32,595,198	22,049,653
Total.....	7,837,317	8,003,043	165,486,897	167,554,051

This statement exhibits a falling off in the passenger business, both in the number of passengers carried and the miles travelled; and although a decrease was noticed early in the year, the train mileage was not reduced in proportion, for it was believed that by maintaining the frequent trains and all other facilities for rapid and comfortable transit, the travel would be the sooner increased.

BELVIDERE DELAWARE RAILROAD, AND FLEMINGTON BRANCH.

	Individual Passengers.		Miles Travelled.	
	1874.	1873.	1874.	1873.
First-class passengers.....	376,251	364,783	6,522,885	6,390,244
Emigrant " .....	19	2	1,136	135
Commutation " .....	38,210	32,368	413,429	367,454
Totals.....	414,480	397,153	6,937,450	6,757,833

The preceding statement shows an increase, both in number of passengers, and miles travelled, the increase in the former being 4.1% per cent., and in the latter 2.1% per cent.

The following tables show a large increase in the tonnage:

UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUSIVE OF  
THE BELVIDERE DELAWARE RAILROAD.

TONNAGE.

	1874.	1873.	Increase or Decrease.	Percentage.
Through freight eastward..	780,913	562,087	218,826	38.93
"    "    westward	295,867	304,021	dec. 8,154	2.68
Local    "    eastward	1,811,084	1,580,461	230,623	14.59
"    "    westward	389,664	407,643	dec. 17,979	4.41
Total.....	3,277,528	2,854,212	.....	.....
Net increase.....	.....	.....	423,316	14.83

MILEAGE.

	1874.	1873.	Increase or Decrease.	Percentage.
Through freight eastward..	68,710,240	50,130,550	18,579,690	37.08
"    "    westward	26,309,077	27,465,597	dec. 1,156,520	4.21
Local    "    eastward	72,954,284	61,632,089	11,322,195	18.37
"    "    westward	10,211,342	10,783,138	dec. 571,796	5.30
Total.....	178,184,943	150,011,374	.....	.....
Net increase.....	.....	.....	28,173,569	18.78

The increase in the through freight eastward is due, in a great measure, to the stock business and other through traffic placed upon the line, and in the local eastward, by the increase of the coal business from Belvidere Division going to Amboy.

## BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.

	1874.	1873.	Increase or Decrease.	Per centage.
Through freight eastward.....	1,047	1,203	dec. 156	12.97
"    "    westward.....	1,674	1,124	550	48.93
Local    "    eastward.....	1,401,708	1,357,975	43,733	3.22
"    "    westward.....	52,849	57,518	dec. 4,669	8.12
Total.....	1,457,278	1,417,820		
Net increase.....			39,458	2.78

## MILEAGE.

	1874.	1873.	Increase or Decrease.	Per centage.
Through freight eastward.....	71,326	81,874	dec. 10,548	12.88
"    "    westward.....	117,212	76,424	40,788	53.37
Local    "    eastward.....	69,673,368	65,672,696	4,000,672	6.09
"    "    westward.....	1,511,032	1,771,768	dec. 260,736	14.72
Total.....	71,372,938	67,602,762		5.58
Net increase.....			3,770,176	

## MOTIVE POWER.

The number of locomotives in service was 267, an increase of 8 over previous year. The total mileage of locomotives was 5,202,476 miles, a decrease of 309,589 miles. The general average mileage with passenger trains was 24,657 miles, and with freight trains 19,623 miles, an increase in the former over 1873 of  $4\frac{3}{10}$  per cent., and in the latter of  $14\frac{7}{10}$  per cent. In comparing the general average mileage of passenger and freight locomotives on the New Jersey Divisions with other portions of the line, it must be remembered that there are a number of short branches operated in con-

nection with this division, on which it is impossible to secure a high average mileage from the locomotives.

The repairs of locomotives per mile run was  $5\frac{21}{100}$  cents, being a reduction of  $\frac{77}{100}$  cents per mile, a very gratifying result when the large number of locomotives constructed after obsolete patterns are considered, and which have remained on these divisions since the lease. There has been a slight increase in the cost of fuel per mile run, owing to the increase in the number of cars hauled per engine, as shown by the following statement, and increased service of passenger trains.

Statement of mileage of freight locomotives compared with the tonnage mileage.

UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUSIVE OF  
BELVIDERE DIVISION.

	1874.	1873.	Increase.	Per centage.
Mileage of freight engines.....	2,101,123	2,068,706	32,417	1.56
Tons moved one mile.....	178,164,943	150,011,374	28,173,569	18.71

BELVIDERE DIVISION.

	1874.	1873.	Inc. or Dec.	Per centage.
Mileage of freight engines.....	449,902	463,070	dec. 13,168	2.84
Tons moved one mile.....	71,372,938	67,602,762	3,770,176	5.58

MAINTENANCE OF WAY.

The road-bed, tracks, and bridges have been maintained in good condition, with a very decided improvement in the track as well as in the bridge superstructures.



Statement of track material used on the United Railroads of New Jersey Division in 1874:

	Steel Rails.		Iron Rails.		Spikes.	Splices.	Crossties.
	Tons.	Lbs.	Tons.	Lbs.	Lbs.	Pairs.	Number.
<b>NEW YORK DIVISION.</b>							
Main Line.....	2,057	253	1,296	366	175,782	11,620	61,235
Philadelphia and Trenton.....	1,809	165	845	1,577	115,732	8,420	63,113
Perth Amboy Branch.....			112	120	800		2,538
Millstone Branch.....			143	773	4,050		3,963
Rocky Hill Branch.....			26	1,824	3,660		1,692
Princeton Branch.....			37	93	4,900		927
Frankford and Holmesburg Branch.....			6	218	1,176		1,228
<b>AMBOY DIVISION.</b>							
Main Line.....	327	481	997	1,957	28,243	3,235	35,800
Camden and Burlington County.....		48	317	1,647	15,150	534	9,907
Pemberton and Hightstown.....			31	509	6,602		9,303
Vincentown Branch.....			24	108	1,043		1,344
Medford Branch.....				133	1,740		2,682
Columbus, Kinkora, and Springfield.....		1,150	19	83	1,164		75
<b>BELVIDERE DIVISION.</b>							
Main Line.....	555	2,024	1,447	2,165	47,192	4,144	42,150
Mercer and Somerset Railroad.....			51	1,726	1,340	187	244
Flemington Railroad.....			41	104	2,260	180	3,858
<b>Total.....</b>	<b>4,249</b>	<b>1,881</b>	<b>5,397</b>	<b>3,207</b>	<b>410,763</b>	<b>28,320</b>	<b>239,945</b>

STATEMENT OF TRACK AND SIDINGS LAID IN 1874.

	Miles.	Feet.
Second, third, and fourth tracks.		
New York Division.....		
Amboy Division.....		
Belvidere Division.....		1,099
Sidings on New York Division.....	16	4,764
"    Amboy    ".....	3	796
"    Belvidere    ".....		2,593
"    Mercer and Somerset R. R.....	13	3,978
<b>Total.....</b>	<b>34</b>	<b>2,670</b>
Less tracks removed.....	3	1,676
<b>Total second, third, and fourth tracks and Company's sidings.....</b>	<b>31</b>	<b>994</b>
Private sidings, New York Division.....		220
"    "    Amboy    ".....		1,298
"    "    Belvidere    ".....		405
<b>Total.....</b>	<b>31</b>	<b>2,917</b>
Private sidings removed.....		520
<b>Total second, third, and fourth tracks and Company and private sidings.....</b>	<b>31</b>	<b>2,397</b>

Total number of miles of single track on the United Railroads of New Jersey Division, January 1, 1875 :

	Laid with Steel.		Laid with Iron.		Total.		Division Total.	
	Miles.	Feet.	Miles.	Feet.	Miles.	Feet.	Miles.	Feet.
New York Division, Main Line.....	129	553	53	2,773	182	3,326	.....	.....
Branches.....	3	2,983	28	2,445	32	148	.....	.....
Company Sidings.....	29	1,774	75	4,578	106	867	.....	.....
Private Sidings.....	.....	.....	1	327	1	327	320	4,668
Amboy Division, Main Line.....	28	1,855	72	4,861	101	1,436	.....	.....
Branches.....	.....	3,789	50	2,124	81	633	.....	.....
Company Sidings.....	1	1,180	62	2,664	63	3,844	.....	.....
Private Sidings.....	.....	.....	.....	2,765	.....	2,765	246	3,396
Belvidere Division, Main Line.....	22	950	67	4,710	90	380	.....	.....
Branches.....	.....	.....	11	4,681	11	4,681	.....	.....
Company Sidings.....	8	438	48	4,292	56	4,730	.....	.....
Private Sidings.....	.....	.....	1	2,908	1	2,908	160	2,139
Total miles of single track.....	.....	.....	.....	.....	.....	.....	727	4,925

The locomotive and car shops at the Meadows near Jersey City, built on the most improved design, and equipped with the best mechanical appliances, were put in operation during the year, and the old locomotive and car shops at Bordentown were closed up.

The route through Bergen Cut to the Harsimer's Cove property has been completed, and is now used for the freight traffic.

The new passenger station at Jersey City was also completed, and answers its purposes admirably. It provides great additional facilities for the comfort of all patrons of the Company's lines.

The construction of an iron bridge at Trenton, over the Delaware River was commenced, and is now in progress, and it is intended to have it in full use by July next.

On October 18th, in order to conform to the other divisions of the Pennsylvania Railroad, the system of running tracks on the New Jersey Division was changed, and trains now run to the right

instead of the left. This change was accomplished without accident or delay.

On the first of January, 1875, there were in the transportation service, across the Hudson River and on the Delaware River, ten ferry boats, four freight steamboats, four tugs, one barge, and twenty car floats.

#### PHILADELPHIA AND ERIE RAILROAD DIVISION.

The detail operations of the Philadelphia and Erie Railroad Division are given in the report of the General Superintendent of that division, which is herewith submitted. The gratifying results on that division have been attained by the reduction in the expenses; this was aided greatly by the wise policy adopted in 1868, and carried out more fully in the last three years of placing the track and rolling stock in high condition. And notwithstanding the large curtailment of expenses, as set forth in the report, the road-bed, track, &c., are better, and the rolling stock fully equal to its highest condition at any previous time. It may be stated that within the last five years the track of the Philadelphia and Erie Railroad has been rebuilt almost entirely, and nearly all the old bridges replaced with new and improved structures. The old hemlock ties have all been renewed with oak, and the light fifty-six pound pattern rails replaced by sixty-four pound iron.

Had it not been for these renewals, which required large outlay of money, it would have been impossible for the Philadelphia and Erie Railroad, with the very low rate received per ton per mile, to accomplish the net results as exhibited in the statements for the past year. Owing to the dullness in the coal trade, the movement of loaded cars eastward was largely in excess of the westward movement, showing a complete change from previous years in that respect, and somewhat increasing the difficulties of operating the line.

#### GENERAL REMARKS.

The system for supplying passenger locomotives with water, while running at full speed, by troughs between the rails, was found to work so satisfactorily on the Pittsburgh Division, that the same system was extended to the Philadelphia, Middle and New York Divis-

ions, thus perfecting the arrangements for long continuous runs for passenger trains. On June 1st, the Day Express East, on June 21st, the Fast Line East, and November 29th, the Cincinnati Express West, were placed on the schedules to run between Pittsburgh and New York, stopping only at Altoona, Harrisburg and Philadelphia, making the run of 450 miles with only three stops. The length of runs without stops being respectively on Pittsburgh Division 116.7 miles, Middle Division 131.6 miles, Philadelphia Division 105.3 miles, and New York Division 90 miles. All of these trains have made the runs with remarkable regularity and with very few extra stops, proving the very fine condition of the track and the perfect working of both the locomotive and car equipment.

On November 15th, the new book of rules, approved by the Board of Directors July 8th, 1874, were put in effect over the lines operated by this Company east of Pittsburgh and Erie, making very important changes in the operations of all branches of the transportation department. These changes were made without causing the slightest accident or the least delay. This fact was the more remarkable, as previous to the adoption of these new rules, several systems for the movement of trains were in effect on the various lines which had, from time to time, been placed under the general management of this Company.

The items of fuel and stores for locomotives having become such a large source of expenditure, especial attention was given to the preparing and perfecting of a plan to encourage a more economical consumption of these articles. With this view statements are now prepared monthly showing for each locomotive the number of cars hauled, average number of cars to the train; the number of pounds of coal, and quantity of stores consumed per car per mile, together with the cost of the same, upon which basis premiums are distributed monthly to those engineers and firemen who have accomplished satisfactory results.

The gratifying decrease in the number of accidents and the expense of the same, gives cause for congratulation. On the Pennsylvania Railroad Division, six millions of passengers were carried and not one killed from the negligence or fault of the employes of the Company. Including the death and casualties to all passengers and employees, the record shows a reduction of  $17\frac{8}{10}$  per cent. under

the year 1873; and but one accident of any serious moment on the New Jersey Division, caused by the negligence of the switch tender. On the Philadelphia and Erie Division no passengers were killed, and but four injured, and those not from fault of the Company's employes.

Upon the change of organization on July 1, Mr. Theodore N. Ely was appointed Superintendent Motive Power Pennsylvania Railroad and United Railroads of New Jersey Divisions, and on July 22 Mr. W. H. Brown was appointed Engineer of Maintenance of Way, vice Theo. I. Heizman, resigned. Mr. Sutherland M. Prevost was appointed to fill the vacancy caused by Mr. Brown's promotion, and Mr. Jas. McCrea succeeded Mr. Prevost as Assistant Engineer Philadelphia Division. In October, Mr. Samuel A. Black, after performing the various duties assigned him in a manner entirely satisfactory to the Company for a period extending over nine years, tendered his resignation as Superintendent of Middle Division. Mr. Black desiring to retire from active railroad management his resignation was accepted, and Mr. Jas. McCrea was appointed to that position, leaving a vacancy in the position of Assistant Engineer Philadelphia Division, which was filled by the appointment of Mr. Thos. A. Roberts. On December 1, Mr. Howard Fry was appointed Superintendent Motive Power of the Philadelphia and Erie Railroad Division, vice Mr. Theo. N. Ely, transferred to the Pennsylvania Railroad Division.

The decrease in the traffic month by month, caused by the depressed condition of the business interests of the country, necessitated on the part of the operating officers the greatest watchfulness and care to obtain satisfactory results, and great credit is due to them for the efficient manner in which they have performed their duties.

Very respectfully,

FRANK THOMSON,  
*General Manager.*

# PHILADELPHIA & ERIE RAILROAD

(Pennsylvania Railroad Co. Lessee).

Office of the General Superintendent,  
Williamsport, Pa., January 1st, 1875.

FRANK THOMSON, Esq.

*General Manager Pennsylvania Railroad.*

DEAR SIR:—The operations of the Philadelphia and Erie Railroad for the year ending December 31st, 1874, have been as follows:

## GROSS EARNINGS.

General freight, . . . . .	\$2,772,813 25	
Miscellaneous freight, . . . . .	103,517 09	
		\$2,876,330 34
First class passengers, . . . . .	\$526,196 36	
Emigrant passengers, . . . . .	1,714 32	
Expresses, . . . . .	38,102 69	
U. S. Mails, . . . . .	41,640 87	
Miscellaneous passengers, . . . . .	15,092 96	
		622,747 20
Rents, . . . . .		7,841 74
Total earnings, . . . . .		\$3,506,919 28

## EXPENSES.

Conducting transportation, . . . . .	\$756,492 64	
Motive power, . . . . .	689,553 16	
Maintenance of way, . . . . .	776,026 93	
Maintenance of cars, . . . . .	216,060 28	
		\$2,438,133 01
Net earnings, . . . . .		\$1,068,786 27

The earnings and expenses of 1874, as compared with those of 1873, are:

	Earnings.	Expenses.	Net Earnings.
1873.....	\$3,842,067 20	\$3,413,310 84	\$428,756 36
1874.....	3,806,919 28	2,438,133 01	1,068,786 27
Increase.....			640,029 91
Decrease.....	335,147 92	975,177 83	

In detail are:

#### EARNINGS.

	Freight.	Passengers.	Mails.	Express.	Incidentals.
1874 .....	\$2,772,813 25	\$527,910 68	\$41,640 87	\$38,102 69	\$126,451 79
1873 .....	3,042,806 00	632,620 80	30,748 41	41,189 10	94,703 39
Increase.....			10,892 46		31,748 40
Decrease .....	269,992 75	104,709 62		3 086 41	

#### EXPENSES.

	Conducting Transportation.	Motive Power.	Maintenance of Way.	Maintenance of Cars.
1873 .....	\$872,256 99	\$962,781 49	\$1,179,882 33	\$398,390 03
1874 .....	756,492 64	689,553 16	776,026 93	216,060 28
Decrease.....	115,764 35	273,228 33	403,855 40	182,329 75

#### MAINTENANCE OF WAY.

The expenses of this department amounted to \$776,026.93, or 31 $\frac{88}{100}$  per cent. of gross expenses, and were \$403,855.40 less than those of 1873.

The following quantities of materials have been used during the year:

	Eastern Division.	Middle Division.	Western Division.	Totals.
Tons iron rails, construction.....	113	51	$\frac{1}{2}$	164 $\frac{1}{2}$
Tons iron rails, renewals.....	2,493	2,460	2,058	7,011
Tons steel rails, renewals.....	61	29	10	100
Pounds spikes, renewals.....	63,798	40,125	33,804	137,727
Pounds spikes, construction.....	6,348	4,050	625	11,023
Number chairs, construction.....	10	6	.....	16
Number chairs, renewals.....	.....	.....	285	285
Number stop chairs, renewals...	4,967	1,916	5,227	12,110
Number stop chairs construction	20	82	32	134
Sets iron splices, construction...	427	221	73	721
Sets iron splices, renewals.....	8,635	9,378	8,787	26,800
Sets steel splices, renewals.....	.....	.....	9	9
Number cross-ties, renewals.....	30,160	39,359	17,793	87,312
Number cross-ties, construction.	385	1,592	265	2,242
Sets switch-ties, construction....	4	6	2	12
Sets switch-ties, renewals.....	29	24	2	55
Frogs, renewals.....	32	25	25	82
Frogs, construction.....	4	12	4	20



The extension of sidings has been  $2\frac{473}{1000}$  miles, as follows:

LOCATION.	FEET.
Gravel Pit Himrod.....	435
Connection Oil Creek Railroad, west end Corry Yard.....	123
Garcelons.....	231
Gravel Pit, Warren .....	1,798
Ludlow Freight Siding.....	395
Driftwood.....	3,044
Sinnemahoning .....	120
Renovo Yard Crossing, west end.....	210
North Point (to M. & L. Mills).....	5,738
Linden Line, Furniture Company.....	476
“ “ De Boistown Freight.....	330
Watsonstown, Derrick.....	157
Total.....	13,057

	MILES.
Length of Main Track in use.....	$287\frac{512}{1000}$
Length of Sidings.....	$103\frac{473}{1000}$
Length of Double Track .....	$28\frac{152}{1000}$
Length of Private Sidings .....	$14\frac{231}{1000}$
Total length of track in use.....	$434\frac{368}{1000}$

The renewals of bridge superstructure during 1874, were 306 feet Howe truss rebuilt and arched, 110 feet Howe truss rebuilt, 328 lineal feet stringer bridges and trestle work renewed, 141 lineal feet of truss bridging arched, 157 lineal feet of Township Road bridging built and  $70\frac{1}{2}$  lineal feet iron Phoenix girders laid, replacing wooden stringer bridging.

## CONDUCTING TRANSPORTATION.

The expenses of this Department for the year 1874, were \$756,492.64 or  $31\frac{93}{100}$  per cent. of the gross expenses, and were \$115,764.35 less than those of 1873.

The loaded cars passing Kane and Renovo as compared with car movement of 1873, were as follows:

	1874.	1873.	Increase.	Decrease.
Renovo, eastward.....	81,111	53,839	27,272	.....
" westward.....	36,833	48,270	.....	11,437
Kane, eastward.....	62,377	47,133	15,244	.....
" westward.....	27,936	40,134	.....	12,198
Increase.....			42,516	.....
Decrease.....				23,635
Total increase.....			18,881	.....

The total tonnage, exclusive of materials for Company's use, was 2,243,170 tons, equal to 294,466,833 tons moved one mile, equivalent to 1,023,165 tons carried over the whole length of the line, against 2,164,246 in 1873, with a ton mileage of 268,091,431. The average distance each ton was hauled having been  $131\frac{28}{100}$  miles in 1874, against 124 miles in 1873.

## PASSENGER BUSINESS.

	1874.	1873.	Decrease.
Passengers carried one mile.....	17,148,330	20,257,570	3,109,240

Equal in 1874, to 59,626 over whole Road. The total number of passengers carried during the year was 680,163, or 97,110 less than in 1873. The average distance travelled by each passenger was 25.2 miles, against 26.6 miles in 1873.

The passenger operations show a profit of \$121,122.97 from all sources, as against a loss of \$56,637.60 in 1873, arising from a

reduction of mileage of passenger trains to meet the local requirements, the gross receipts in 1874 showing a reduction, as compared with those of 1873, of \$92,299.34.

#### MOTIVE POWER.

The motive power expenses in 1874 amounted to \$689,553.16 or 28 $\frac{2}{10}$  per cent. of gross expenses, being \$273,228.33, less than those of 1873. The total engine mileage of 1874 was 2,515,685, against 2,874,881 miles run in 1873, a decrease of 12 $\frac{1}{2}$  per cent., costing per mile run 27 $\frac{41}{100}$  cents, against 36 $\frac{2}{100}$  cents in 1873.

The paying freight moved by each freight engine was 145 $\frac{2}{10}$  tons against 120 $\frac{7}{10}$  in 1873, an increase of their effective service of 20 per cent. over that of 1873.

Of the equipment, the property of the Pennsylvania Railroad Company assigned for use on Philadelphia and Erie Railroad, there were on December 31st, 1874, 154 engines, an increase of four during the year. In the passenger department, there were 47 passenger cars, 6 emigrant, 15 baggage, and 19 express cars. In the freight department, 969 box, 65 cabooses, 30 eight-wheeled coal, 40 four-wheeled cars, and 2,185 gondolas, in all 3,389 cars. In the Maintenance of Way Department, a total of 374 cars of all description.

#### MILEAGE OF LOCOMOTIVES.

	Passenger.	Freight.	Distributing.	Totals.
Eastern Division.....	226,249	654,360	36,794	917,403
Middle " .....	113,345	647,335	30,006	790,746
Western " .....	122,228	648,967	36,341	807,536
Totals 1874.....	461,822	1,950,662	103,201	2,515,685
" 1873.....	626,568	2,136,827	111,486	2,874,881
Decrease.....	164,746	186,165	8,285	359,196

## COST OF REPAIRS, FUEL, AND STORES.

	Repairs.	Fuel.	Stores.	Totals.
Eastern Division.....	\$42,623 97	\$64,119 50	\$5,242 22	\$111,985 69
Middle " .....	65,571 09	63,125 65	4,798 16	133,494 90
Western " .....	53,951 75	70,264 22	4,756 34	128,972 31
Totals 1874.....	162,146 81	197,509 37	14,796 72	374,452 90
" 1873.....	230,938 63	267,101 08	19,015 12	517,054 83
Decrease.....	68,791 82	69,591 71	4,218 40	142,601 93

## GENERAL AVERAGE COST PER 100 MILES RUN.

	Repairs.	Fuel.	Stores.	Totals.
Eastern Division.....	4.65	6.99	.57	12.21
Middle " .....	8.29	7.98	.61	16.88
Western " .....	6.68	8.70	.59	15.97
Entire road.....	6.44	7.85	.59	14.88
Cost 1873.....	8.03	9.29	.66	17.98
Decrease.....	1.59	1.84	.07	3.10

## MAINTENANCE OF CARS.

The expense of this Department amounted to \$216,060.28, or 8<sup>84</sup>/<sub>100</sub> per cent. of gross expenses, being \$182,329.75 less than that of 1873.

## COMPARATIVE EXHIBIT OF PASSENGER TRAFFIC FOR 1874 AND 1873.

	Mileage.	PASSENGERS MOVED ONE MILE.		RECEIPTS.		EXPENSES.		NET EARNINGS.	
		Total.	Per Engine Mile.	Total.	Per passenger per mile.	Total.	Per passenger per mile.	Total.	Per passenger per mile.
1874.....	487,622	17,148,330	35	\$527,910 68	3.07%	\$501,624 23	2.42%	\$26,286 45	1.05%
1873.....	654,439	20,257,570	31	713,759 28	3.52%	770,396 88	3.40%	*56,637 60	1.05%

\* Net loss in 1873.

## COMPARATIVE EXHIBIT OF FREIGHT TRAFFIC FOR 1874 AND 1873.

	Mileage.	TONS MOVED ONE MILE.		RECEIPTS.		EXPENSES.		NET EARNINGS.	
		Total.	Per engine mile.	Total.	Per ton per mile.	Total.	Per ton per mile.	Total.	Per ton per mile.
1874.....	2,028,063	294,466,833	145.38	\$2,772,813 25	1.41%	\$1,936,508 78	1.00%	\$836,304 47	1.04%
1873.....	2,220,442	268,091,431	120.73	3,065,909 67	1.44%	2,590,849 77	1.00%	475,059 90	1.07%

## COMPARATIVE EXHIBIT OF TOTAL WORKING OF ROAD FOR 1874 AND 1873.

	Mileage.	PROPORTION OF MILEAGE.		Receipts.	Expenses.	Net Earnings.	Per cent. cost of working Roads.
		Passenger.	Freight.				
1874.....	\$2,515,685	19.1	80.6	\$3,506,919 28	\$2,438,133 01	\$1,068,786 27	69.1%
1873.....	2,874,881	22.7	77.3	3,842,067 20	3,413,310 84	428,756 36	88.1%

The falling in demand for anthracite coal and other west bound shipments, reduced their proportion to 37 per cent. of the total loaded car movement, against 53 per cent. in 1873.

From the same cause, which necessitated the hauling of empty cars west, with which to move east-bound freight, the proportion of empty cars to total moved, was in 1874 34 per cent., against 26 per cent. in 1873.

The operations of 1874 were conducted at a cost of  $69\frac{52}{100}$  per cent. of gross receipts,  $10\frac{1}{2}$  per cent. less than the average of the preceding six years.

But for the adherence to the policy adopted in 1868, of putting the road-bed, track, and equipment, in substantial order, for future safe and economical working, from which the large expenditures of the intervening years arose, the above result could neither have been attained, nor the road operated and kept in its present efficient condition, within its receipts, with the low rates received for the business transacted, with the great disparity in the trade movements east and west, and with the large percentage of light cars hauled in 1874.

On the first of July, Mr. T. N. Ely, Superintendent of Motive Power, was transferred to a similar position on the Pennsylvania Railroad, the vacancy occurring thereby remaining unfilled until December 1st, when Mr. Howard Fry was appointed to the Superintendency of that Department.

January 14, an oil house at Sunbury was destroyed by fire.

March 2, the old frame engine house at Williamsport was damaged by fire.

April 12, the fire in the lumber yard at Williamsport damaged the track of the lumber yard sidings.

April 14, Bridge No. 85 was destroyed by fire.

April 20, the roof of the Lake Warehouse at Erie Docks was partially torn off by wind storm.

May 10, the temporary depot, frame hotel, and out-buildings, at Kane, were burned.

June 1, Low Grade Division of Allegheny Valley Railroad opened for through trade, and its trains run over Philadelphia and Erie Railroad between Driftwood and Renovo.

July 4, Bridge No. 109 was burned.

July 7, a portion of the roof of the Lake Warehouse, at Erie Docks, carried away by wind.

September 3, Bridge No. 95 damaged by fire.

October 18, St. Mary's Freight House damaged by fire.

November 9, Bridge No. 48 damaged by fire.

November 12, Dispatcher's Office at Sunbury damaged by fire.

December 12, frame carpenter shop at Renovo damaged by fire.

The entire business of the year has been conducted with greater regularity and more freedom from accidents, loss and damage and delay, than in any previous year, no accidents having occurred from defects in the track; and of the passengers transported none were killed, and but four injured; all from causes under their own control.

For the exhibit of this year's operations, gratifying as compared with those of previous years, and for the fact that the road in all its appointments was at the close of the year 1874 in better condition than ever before in its history, much credit is due to the skill, energy, and fidelity of the officers of the several departments, and to their assistants.

Respectfully submitted,

WM. A. BALDWIN,

*General Superintendent Philadelphia and Erie Railroad Division.*

70f  
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HARVEY FISK & SONS,  
STATISTICAL DEPARTMENT

NOT TO BE LOANED OR TAKEN FROM OFFICE.

TWENTY-NINTH

# ANNUAL REPORT

OF THE

Board of Directors

OF THE

## Pennsylvania Railroad Co.

TO THE

STOCKHOLDERS,

*As presented at the Meeting, held March 14th, 1876.*

---

PHILADELPHIA:

E. C. MARKLEY & SON, PRINTERS, No. 422 LIBRARY STREET.

1876.





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1876.



DIRECTORS  
OF THE  
**Pennsylvania Railroad Company**  
FOR THE  
YEARS 1876 and 1877.

---

BY THE STOCKHOLDERS.

THOMAS A. SCOTT,	SAMUEL M. FELTON,
JOSIAH BACON,	ALEXANDER BIDDLE,
WISTAR MORRIS,	N. PARKER SHORTRIDGE,
JOHN M. KENNEDY,	HENRY M. PHILLIPS,
ALEXANDER J. DERBYSHIRE,	JOHN SCOTT, Pittsburgh.

BY THE CITY OF PHILADELPHIA.

GEO. MORRISON COATES,                      ALEXANDER M. FOX,  
WILLIAM ANSPACH.

BY THE BOARD.

GEORGE B. ROBERTS,      EDMUND SMITH,      A. J. CASSATT.

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*President,*

THOMAS A. SCOTT.

*Vice-Presidents,*

GEORGE B. ROBERTS,      EDMUND SMITH,      A. J. CASSATT.

*Assistants to the President,*

STRICKLAND KNEASS,      JOHN P. GREEN,      J. N. DuBARRY.

*Treasurer,*

BAYARD BUTLER.

*Secretary,*

JOSEPH LESLEY.

*General Solicitor,*

WILLIAM J. HOWARD.



# ANNUAL MEETING.

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*Philadelphia, March 14, 1876.*

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held this day at 10 o'clock, A. M., at Musical Fund Hall.

The Hon. William S. Stokley, Mayor of Philadelphia, was called to the Chair, and Joseph Lesley was appointed Secretary.

The Secretary read the call for the meeting, as follows:

“OFFICE OF THE PENNSYLVANIA RAILROAD CO.

*Philadelphia, February 23, 1876.*

The Annual Meeting of the Stockholders of this Company will be held on Tuesday, March 14, 1876, at 10 o'clock, A. M., at Musical Fund Hall, Locust Street, above Eighth, Philadelphia.

JOSEPH LESLEY, *Secretary.*”

The reading of the Annual Report of the President and Directors for the year 1875, was begun by the Secretary, when, it being stated by Stockholders that those present were familiar with its contents, it having been published in the newspapers for a week previous to the meeting, it was on motion unanimously

“*Resolved*, That the further reading of the report be dispensed with.”

Mr. James Magee offered the following resolution:

“*Resolved*, That the Report of the Board of Directors, for the year 1875, to the Stockholders of the Pennsylvania Railroad Com-

pany be, and the same is hereby approved and adopted; and the Board of Directors are hereby authorized to carry into effect the matters referred to therein, and that the said report be published in pamphlet form, and distributed in accordance with the usual custom."

The resolution was adopted.

Mr. Lewis Elkin moved:

"That a vote of thanks be tendered to the President and the Board of Directors for the able and faithful manner in which they have conducted the affairs of the Company, and for their action in reducing all expenditures connected with the various lines under their management."

The motion was unanimously agreed to.

On motion, adjourned.

WM. S. STOKLEY,

*Chairman.*

JOS. LESLEY,

*Secretary.*

# TWENTY-NINTH ANNUAL REPORT.

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Office of the Pennsylvania Railroad Company,  
*Philadelphia, March 4th, 1876.*

To the Shareholders of the

Pennsylvania Railroad Company.

Your Directors submit the following report of the operations of the Company for the year 1875.

## ALL LINES EAST OF PITTSBURGH AND ERIE.

The total earnings and expenses of your Main Line from Pittsburgh to Philadelphia, including Branch and Leased Lines, and from Philadelphia to New York, including the Delaware and Raritan Canal, and Belvidere Delaware Railroad and Flemington Branch, and of the Philadelphia and Erie Railroad, were as follows:

### GROSS EARNINGS.

General Freights,	-	-	-	-	-	\$22,807,860	00
First-class Passengers,	-	-	-	-	-	8,660,646	63
Emigrant Passengers,	-	-	-	-	-	196,973	04
Express Matter,	-	-	-	-	-	652,118	39
Mails,	-	-	-	-	-	291,672	59
Miscellaneous,	-	-	-	-	-	787,373	15
Canal Earnings (Delaware and Raritan Canal),						1,067,660	58
						<u>          </u>	\$34,464,104 38



**WORKING EXPENSES.**

Conducting Transportation, - - - -	\$7,498,663 92
Motive Power, - - - - -	5,913,644 81
Maintenance of Cars, - - - - -	1,921,260 51
Maintenance of Road, - - - - -	4,743,255 57
General Expenses, - - - - -	476,600 74
Canal Expenses (Delaware and Raritan Canal),	541,035 76
	<hr/>
	\$21,094,461 31

Net Earnings 1875, - - - - - \$13,369,643 07

## Deduct Interest charged on Equipment used by

## Leased Roads and Branches:

Philadelphia and Erie Railroad, - - -	\$182,797 29
Belvidere Delaware Railroad, - - -	28,179 60
Branch Roads, - - - - -	62,638 81
	<hr/>
	\$273,615 70
	<hr/>
	\$13,096,027 37

## Deduct Rentals paid Leased Roads:

Philadelphia and Erie Railroad, - - -	\$954,616 27
Belvidere Delaware Railroad, - - -	229,043 69
Branch Roads, - - - - -	489,171 19
	<hr/>
	1,672,831 15

Leaving as Net Earnings from the operations of your Lines, \$11,423,196 22

Net Earnings 1874, - - - - - \$14,374,678 06

## Deduct Rentals paid 1874:

## Philadelphia and Erie Railroad

Company, - - - \$1,068,786 27

## Belvidere Delaware Railroad

Company, - - - 442,000 11

Other Branch Roads, - - 543,928 87

---

2,054,715 25

Net Earnings 1874, after deducting Rentals, \$12,319,962 81

Amount brought forward,	\$12,319,962 81
Add, for the purpose of comparison, the following items charged into expenses in 1874 which in 1875 were charged directly to Rental Account of United Railroads of New Jersey Division :	
Transit Duty, - - -	\$303,416 04
Rentals Connecting Railway and Columbus, Kinkora, and S. R.	
R., - - - - -	147,921 20
Interest on Mortgages and Ground Rents, - - - -	65,669 81
	517,007 55
	<u>\$12,836,970 36</u>
Decrease in Net Earnings 1875, as compared with 1874, -	<u><u>\$1,413,774 14</u></u>

# MAIN LINE AND BRANCHES.

The revenues and expenses of your Main Line between Philadelphia and Pittsburgh, with the following branches and lines operated by your Company, viz. : East Brandywine and Waynesburg Railroad, Pennsylvania and Delaware Railway, Mifflin and Centre County Railroad, Bedford and Bridgeport Railroad, Tyrone and Clearfield Railway, Bald Eagle Valley Railroad, Hollidaysburg Branch and Morrison's Cove Railroad, Newry Railroad, Ebensburg and Cresson Railroad, Indiana Branch, Western Pennsylvania Railroad, Southwest Pennsylvania Railway, Columbia Bridge, York Branch, Hanover and York Railroad, Littlestown Railroad, Frederick and Pennsylvania Line R. R., Lewisburg, Centre, and Spruce Creek Railroad, and Danville, Hazleton and Wilkesbarre Railroad, during the year 1875, were as follows :

**EARNINGS.**

From General Freights, - - - -	\$15,651,741 42	
" Passengers, First-class, - - -	3,646,673 75	
" " Emigrant, - - -	125,631 96	
" Express Matter, - - - -	350,999 09	
" Mails, - - - -	182,753 29	
" Miscellaneous, - - - -	535,452 46	
	<u>          </u>	\$20,493,251 97

**EXPENSES.**

For Conducting Transportation, - -	\$4,087,493 85	
" Motive Power, - - - -	3,502,130 09	
" Maintenance of Cars, - - - -	1,212,835 53	
" " " Road, - - - -	2,603,025 79	
" General Expenses, - - - -	388,568 10	
	<u>          </u>	11,794,953 36
Leaving Net Earnings, 1875, - - - -	- - -	8,699,198 61
Deduct Rentals of Branch Roads, - -	\$489,171 19	
And Interest on Equipment of Branch Roads,	62,638 81	
	<u>          </u>	551,810 00
Net Earnings after deducting Rentals and Interest on Equip- ment, - - - -	- - -	<u><u>\$8,147,388 61</u></u>
The Net Earnings Main Line and Branches, after deducting Rentals and Interest on Equipment, as above stated, were	\$8,147,388 61	
Those of 1874, after deducting Rentals, were - - - -	9,396,924 28	
Showing a decrease, Net Earnings, 1875, - - - -	<u><u>\$1,249,535 67</u></u>	
The Gross Earnings in 1875, were - - - -	- \$20,493,251 97	
And in 1874, were - - - -	- 22,642,371 35	
Showing a decrease in Gross Earnings, - - - -	<u><u>\$2,149,119 38</u></u>	
The Gross Expenses, including Rentals and Interest on Equip- ment in 1875, were - - - -	- \$12,345,863 36	
Those of 1874, including Rentals, were - - - -	- 13,245,447 07	
Showing a decrease in Gross Expenses, - - - -	<u><u>\$899,583 71</u></u>	

Of the above earnings there were received from 358 miles of Main Line—

In 1875 (\$51,295 $\frac{2}{3}$ per mile of road),	-	-	-	-	-	\$18,363,943	90
In 1874 (\$56,702 $\frac{1}{8}$ per mile of road),	-	-	-	-	-	20,299,330	88
Showing decrease from Main Line,	-	-	-	-	-	\$1,935,386	98

And from the Branch Lines leased and owned by the Pennsylvania Railroad Company, excepting the Philadelphia and Erie Railroad and United Railroads of New Jersey—

In 1875, 547 miles in length,	-	-	-	-	-	\$2,129,308	07
In 1874, 519 miles in length,	-	-	-	-	-	2,343,040	47
Showing a decrease from Branches,	-	-	-	-	-	\$213,732	40

The Gross Earnings of Branch Lines operated by your Company in 1875, as already stated, were	-	-	-	-	-	\$2,129,308	07
The expenses of operating them, including Rentals and Interest on Equipment, were	-	-	-	-	-	2,087,124	98
Showing a direct net profit of	-	-	-	-	-	\$42,183	09

The sources of revenue in 1875 compared with those of 1874, show as follows:

	Decrease.
From General Freights,	\$1,575,763 27
“ Passengers, First class,	461,078 42
“ “ Emigrant,	25,503 55
“ Express Matter,	22,645 73
“ Mails,	10,856 85
“ Miscellaneous,	53,371 56
Total decrease, as above,	\$2,149,119 38

The expenses in 1875 compared with those of 1874, show as follows:

	Increase.	Decrease.
For Conducting Transportation, - - -		\$547,635 47
" Motive Power, - - - - -		33,222 13
" Maintenance of Cars, - - - -		43,617 23
" " " Road, - - - -		256 347 27
" General Expenses, - - - - -		26,642 74
" Rentals and Interest on Equipment, - -	\$7,881 13	
Total Net Decrease, as above, - - - -	- - -	<u>\$899,583 71</u>

The Net Earnings of the Pennsylvania Railroad between Philadelphia and Pittsburgh, the Branches, and Lines operated by it, as already stated, were - - - - - \$8,147,338 61

To which add interest and dividends received from investments, &c., \$3,147,230 33

Less interest paid on bonds of the

Company, its floating debt &c., 3,012,453 75

	134,782 58	\$8,282,171 19
From which deduct dividends paid in 1875, -	\$5,509,493 00	
Rent of Harrisburg and Lancaster Railroad, -	134,228 56	
State Taxes, - - - - -	495,854 37	
		<u>6,139,575 93</u>
Surplus net profit, - - - - -		<u>\$2,142,595 26</u>

Deduct instalment paid to the State of Pennsylvania on account of purchase of the Main Line of Public Works, which reduces the amount of the original purchase to \$5,007,360.35, 460,000 00

Leaving surplus net profit on Main Line, 1875, - - - \$1,682,595 26

The actual cost of operating your Main Line in 1875, excluding Branches, was  $55\frac{87}{100}$  per cent. of receipts, and including Branch Lines,  $57\frac{55}{100}$  per cent. In 1874, the cost of operating your Main Line, excluding Branches, was  $54\frac{24}{100}$  per cent., and including

Branches, 58,  $\frac{42}{100}$  per cent. The increased tonnage carried during the year will show that the actual cost of doing the work was relatively less in 1875 than in 1874.

#### THE UNITED RAILROADS OF NEW JERSEY.

The earnings of the United Railroads of New Jersey and Branches, and of the Philadelphia and Trenton Railroad, in all 293 miles of Road, were in 1875 :

From General Freights,	-	-	-	-	\$3,764,990	94
" Passengers, First-class,	-	-	-	-	4,370,929	23
" " Emigrant,	-	-	-	-	69,946	53
" Express,	-	-	-	-	259,346	40
" Mails,	-	-	-	-	69,745	79
" Miscellaneous,	-	-	-	-	108,965	58
					<u>          </u>	\$8,643,924 47

#### EXPENSES.

For Conducting Transportation,	-	-	-	-	\$2,539,236	91
" Motive Power,	-	-	-	-	1,599,377	08
" Maintenance of Cars,	-	-	-	-	444,412	11
" Maintenance of Road,	-	-	-	-	1,223,682	94
" General Expenses,	-	-	-	-	88,032	64
					<u>          </u>	5,894,741 68
Leaving Net Earnings, 1875,	-	-	-	-	-	<u><u>\$2,749,182 79</u></u>

The sources of Revenue in 1875 compared with those of 1874, show as follows :

		Increase.	Decrease.
From Freights,	-	\$51,393 16	
" Passengers,	-		\$63,322 21
" Express,	-		10,904 63
" Mails,	-	1,624 65	
" Miscellaneous,	-		35,835 86
Total Decrease,	-	<u>          </u>	<u><u>\$57,044 89</u></u>

The expenses in 1875 compared with those of 1874, show as follows:

	Increase.	Decrease.
For Conducting Transportation, - - -		\$415,054 62
" Motive Power, - - - - -	\$9,750 87	
" Maintenance of Cars, - - - -	74,256 49	
" " " Road, - - - -		67,685 19
" General Expenses, - - - -		6,559 29
Total Decrease, . - - - -		<u>\$435,291 74</u>

The actual cost of operating the United Railroads of New Jersey, including Branches, deducting transit duty, rent of Connecting Railway, and interest on property, and excluding Belvidere Division, in 1875, was 68 $\frac{1}{100}$  per cent. of the receipts.

#### BELVIDERE DELAWARE RAILROAD.

The Earnings of the Belvidere Delaware Railroad, 68 miles, and the Flemington Branch, 12 miles, were, in 1875:

From General Freights, - - - -	\$692,367 81
" Passengers, - - - -	185,261 59
" Express, - - - -	4,072 21
" Mails, - - - -	6,089 36
" Miscellaneous, - - - -	5,579 15
	<u>\$893,370 12</u>

#### EXPENSES.

For Conducting Transportation, - - -	\$200,908 66
" Motive Power, - - - -	157,446 88
" Maintenance of Cars, - - - -	86,041 39
" " " Road, - - - -	191,749 90
	<u>636,146 83</u>
	\$257,223 29
Deduct Interest on Equipment, - - - -	28,179 60
Leaving Net Earnings, 1875, - - - -	229,043 69
Net Earnings, 1874, - - - -	442,000 11
Showing a decrease, 1875, - - - -	<u>\$212,956 42</u>

The sources of revenue in 1875 compared with those of 1874, show as follows:

	Decrease
From Freights, - - - - -	\$308,134 62
" Passengers, - - - - -	12,710 64
" Express, - - - - -	51 49
" Mails, - - - - -	184 88
" Miscellaneous, - - - - -	196 30
Total decrease, - - - - -	<u>\$322,277 93</u>

The expenses of operating the same, compared with 1874, show as follows:

	Increase.	Decrease.
Conducting Transportation, - - - - -		\$42,020 17
Motive Power, - - - - -		26,167 90
Maintenance of Cars, - - - - -		14,396 75
" Road, - - - - -		54,916 29
Interest on Equipment, - - - - -	\$28,179 60	
Total Decrease, - - - - -		<u>\$109,321 51</u>

The decrease of Gross Revenue on the Belvidere Delaware

Railroad in 1875, as compared with 1874, was - - -	\$322,277 93
There being a decrease in expenses of - - -	109,321 51
The decrease in Net Earnings was - - -	<u>\$212,956 42</u>

The actual cost of operating the Belvidere Delaware Railroad, including Flemington Branch, in 1875, was  $71\frac{27}{100}$  per cent. of its receipts.

#### DELAWARE AND RARITAN CANAL.

The earnings of the Delaware and Raritan Canal in 1875, on 44 miles of Canal, and 22 of Feeder, were:

From Tolls, - - - - -	\$660,616 25
" Steam Towing, - - - - -	397,622 04
" Miscellaneous, - - - - -	9,422 29
	<u>\$1,067,660 58</u>



Amount brought forward,		\$1,067,660 58
<b>EXPENSES.</b>		
For Maintenance of Canal, - - - -	\$130,617 79	
" Canal Operation, - - - -	87,465 40	
" Steam Towing, - - - -	322,952 57	
		<u>541,035 76</u>
Leaving Net Earnings, 1875, - - -		\$526,624 82
Net Earnings, 1874, - - - -		<u>552,102 59</u>
Decrease Net Earnings, 1875, - - -		<u>\$25,477 77</u>

The actual cost of operating the Canal was 50 $\frac{17}{100}$  per cent. of its receipts.

The gross results of the New Jersey Lines, embracing the Philadelphia and Trenton Railroad and Branches, 38 miles; the Connecting Railway, 8 miles; United Railroads of New Jersey and Branches, 255 miles; Belvidere Delaware Railroad, 68 miles; and Flemington Branch, 12 miles; and the Delaware and Raritan Canal, 66 miles, including feeder, may therefore be summed up as follows:

Gross Earnings, - - - - -	\$10,604,955 17
Gross Expenses, - - - - -	<u>7,071,924 27</u>
Net Earnings, - - - - -	\$3,533,030 90
Deduct interest charged on equipment used by Belvidere Delaware Railroad, - - - - -	<u>28,179 60</u>
	\$3,504,851 30
Add cash received from investments, - - - - -	<u>197,579 82</u>
Total net revenue, - - - - -	\$3,702,431 12

Amount paid on account of Dividends, Interest, Rentals, including Lease of Connecting Road, Taxes and Transit Duties, Expenses of Maintaining Organizations, &c., as follows:

Dividends to Stockholders United Railroads New Jersey,	-	\$1,404,300	00
"            "            Delaware and Raritan Canal,	-	584,740	00
"            "            Philadelphia and Trenton Railroad,		49,410	00
"            "            Branch Roads,	- - - -	58,880	00
Interest on Bonded Debt United Railroads New Jersey,	-	1,293,400	35
"            "            Branch Roads,	- - - -	78,450	00
Interest on Mortgages United Railroads and Canal,	- -	111,394	27
Rental Connecting Railway,	- - - - -	143,060	82
"    Belvidere Delaware Railroad	- - - - -	229,043	69
Rental Branch Roads,	- - - - -	4,724	23
Organization expenses, Discount on sale of Bonds, &c., to pay off Bonds of the United Companies that matured February and April, 1875,	- - - - -	78,397	78
Transit Duties, State of New Jersey,	- - - - -	307,217	75
Taxes, State of Pennsylvania,	- - - - -	7,077	92
		<u>\$4,350,096</u>	<u>81</u>

Loss in operating United Railroads and Canal of New Jersey for 1875, \$647,665.69.

This loss is largely due to the great reduction in coal tonnage over the Belvidere Delaware Road, the Main Line, and the Canal, the anthracite production having been practically suspended for seven months of the year; and also to the extremely low rates at which through freight was carried during the first half of the year. The traffic upon this division is subject to very large terminal expenses, which are a heavy charge upon the income of that portion of the line. With the anthracite regions in full operation, it is believed that the New Jersey Lines would have taken care of their rentals and interest.

## PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad in 1875, were :

From Freights, - - - - -	\$2,698,559 83
" Passengers, - - - - -	459,176 61
" Express, - - - - -	37,700 69
" Mails, - - - - -	33,084 15
" Miscellaneous, - - - - -	137,375 96
	<hr/>
	\$3,365,897 24

## EXPENSES.

For Conducting Transportation, - - -	\$671,024 50
" Motive Power, - - - - -	654,690 76
" Maintenance of Cars, - - - - -	177,971 48
" " Road, - - - - -	724,796 94
	<hr/>
	\$2,228,483 68
	<hr/>
	\$1,137,413 56
Deduct Interest on Equipment, - - - - -	182,797 29
	<hr/>
Leaving balance to Credit of Philadelphia and Erie Railroad,	\$954,616 27

Sources of Revenue in 1875 compared with those of 1874, show as follows :

	Increase.	Decrease.
From Freights, - - - - -		\$74,253 42
" Passengers, - - - - -		68,734 07
" Express, - - - - -		402 00
" Mails, - - - - -		8,556 72
" Miscellaneous, - - - - -	\$10,924 17	
	<hr/>	<hr/>
Total Decrease, - - - - -		\$141,022 04

The Expenses in 1875 compared with those of 1874, show as follows :

	Decrease.
For Conducting Transportation, - - - - -	\$85,468 14
" Motive Power, - - - - -	31,862 40
" Maintenance of Cars, - - - - -	38,088 80
" Maintenance of Road, - - - - -	51,229 99
Total, - - - - -	<u>\$209,649 33</u>

The actual cost of working the Philadelphia and Erie Railroad in 1875, was  $66\frac{21}{100}$  per cent. of receipts.

For the further information of the Shareholders, the following additional table has been prepared, showing the earnings and expenses of each line operated by your Company.

# EARNINGS AND EXPENSES OF EACH LINE OPERATED BY TOUR

ROADS.	Length of Roads.	Gross Earnings.	Working Expenses.
PENNSYLVANIA RAILROAD, MAIN LINE.			
Pennsylvania R. R. } owned by the	358	\$18,363,943 90	\$10,258,738 38
Columbia Bridge, } Penn'a R. R.	1	27,323 88	28,492 84
York Branch, } Co., and repre-	13	47,911 22	22,986 23
Hollid'sb'g Branch, } sented by its	55	116,962 87	78,949 53
Indiana Branch, } Capital Stock.	.19	57,167 41	54,066 80
LEASED AND OPERATED ROADS.			
East Brandywine & Waynesb'g R. R.*	18	19,920 77	17,750 96
Bald Eagle Valley R. R.*	52	178,693 83	119,992 06
Mifflin and Centre County R. R.....	13	31,289 08	44,700 95
Tyrone and Clearfield R. W.....	51	410,922 28	318,311 93
Newry R. R.....		389 56	3,089 43
Ebensburg and Cresson R. R.....	11	15,262 33	15,474 38
Western Pennsylvania R. R.....	85	626,990 21	444,930 99
Bedford and Bridgeport R. R.....	49	99,802 05	87,583 05
South-West Pennsylvania R. W.....	24	238,805 34	107,113 34
Pennsylvania and Delaware R. W.....	38	39,305 62	29,560 21
Lewisburg, Centre, & Spruce C'k R. R.	19	33,159 52	25,939 17
Danville, Hazleton, & Wilkesbarre R. R.	44	113,985 46	86,441 05
Hanover and York R. R.....	18	27,464 43	15,535 43
Littlestown R. R.....	9	10,909 49	12,167 98
Frederick & Pennsylvania Line R. R.	27	33,042 72	22,228 62
UNITED RAILROADS OF NEW JERSEY DIVISION.			
New York Division, } .....	89	8,290,957 89	5,613,837 08
Amboy " } .....	73		
Perth Amboy and Woodbridge R. R.	7	23,000 74	21,955 18
Millstone and New Brunswick R. R.	7	11,968 15	13,441 12
Rocky Hill and Kingston R. R.....	6	5,098 12	13,409 93
Princeton Branch .....	3	8,340 08	16,259 17
Mercer and Somerset R. W.....	22	33,606 23	28,863 21
Frankford and Holmesburg R. R.....	5	9,215 23	10,288 27
Pemberton and Hightstown R. R.....	25	31,217 99	48,207 13
Camden and Burlington County R. } .....	25	199,649 81	99,406 76
R., including Burlington and Mt. } .....	7		
Holly R. R.....			
Vincentown R. R.....	3	3,749 25	6,182 67
Mt. Holly, Lumberton, & Medford R. R.	7	11,373 53	9,665 36
*Columbus, Kinkora, & Springf'd R. R.*	14	15,747 45	13,225 80
DELAWARE AND MARITIME CANAL.....	66	1,067,660 58	541,035 76
BELVIDERE DIVISION.			
Belvidere Delaware R. R. } .....	68	893,370 12	636,146 83
Flemington R. R. } .....	12		
PHILADELPHIA AND ERIE DIVISION.			
Philadelphia and Erie R. R.....	288	3,365,897 24	2,228,483 68
Total miles of Railroad.....	1,565	\$34,464,104 38	\$21,094,461 31
" " Canal.....	66		

\* The East Brandywine and Waynesburg Railroad is worked for 66 2/3 per cent. of the Gross Earnings, the Bald Eagle Valley Railroad for 60 per cent. of the

**COMPANY, INCLUDING THE DELAWARE AND RARITAN CANAL.**

<b>Interest on Equipment, &amp;c.</b>	<b>Net Earnings, Main Line, Branches, and Leased Roads.</b>	<b>Loss on Branch Roads.</b>	<b>Rentals paid Leased roads.</b>	<b>Net Profit Pennsylvania Railroad, Pitts- burgh to New York, after paying Rentals, Leased Roads, and Losses on Branch Roads.</b>
	\$8,105,205 52			
		\$ 1,168 96		
	24,924 99			
	38,013 34			
	3,100 61			
	6,640 29	4,470 45	\$ 6,640 29	
	71,477 56	12,775 79	71,477 56	
\$ 2,054 11		15,465 93		
16,646 53	75,963 82		75,963 82	
759 96		3,459 83		
1,012 43		1,224 48		
19,034 63	163,024 59		163,024 59	
3,599 95	8,619 05			
7,570 97	124,121 03		124,121 03	
840 00	8,905 38			
929 70	6,299 07	8 42	6,299 07	
1,678 80	25,865 61		25,865 61	
3,181 10	8,747 90		8,747 90	
1,547 85		2,806 34		
3,782 78	7,031 32		7,031 32	
	2,677,120 81			
	1,045 56			
		1,472 97		
		8,311 81		
		7,919 09		
	4,743 02			
		1,073 04		
		16,989 14		
	100,243 05			
		2,433 42		
	1,708 17			
	2,521 65			
	526,624 82			
28,179 60	229,043 69		229,043 69	
182,797 29	954,616 27		954,616 27	
\$273,615 70	\$13,175,607 12	79,579 75	\$1,672,831 15	\$11,423,196 22

Gross Earnings, and the Columbus, Kinkora, and Springfield Railroad for 70 per cent. of the Gross Earnings.

## SUMMARY

of the net earnings of the Lines operated by the Pennsylvania Railroad Company, and the distribution thereof:

Net Earnings, Pittsburgh to New York, including Philadelphia and Erie Railroad, Branch Lines, and Lines operated by the Company, and the Delaware and Raritan Canal, - - - - -	\$13,096,027 37
Interest and Dividends received from investments owned by the Pennsylvania Railroad Company, as follows :	
Cash receipts, - - -	\$1,969,275 76
In securities of other Companies amounting to \$2,591,400.50, estimated as worth at least, -	1,177,960 57
	<u>3,147,236 33</u>
Interest from Investments received with the Lease of the United Railroads and Canal of New Jersey, cash, - - - - -	197,579 82
	<u>                    </u>
Total Amount available for Rentals, Interest, and Dividends, - - - - -	\$16,440,843 52
Out of which have been paid :	
One semi annual Dividend of 4 per cent., and two quarterly Dividends of 2 per cent. each, on Pennsylvania Railroad Stock, - -	\$5,509,493 00
Taxes paid State of Pennsylvania, - -	495,851 37
Interest on Bonded and Floating Debt, Pennsylvania Railroad Company, - - -	3,012,453 75
Rent. Harrisburg and Lancaster Railroad, -	134,228 56
Paid State of Pennsylvania on account of purchase of Main Line, - - - - -	460,000 00
Rental paid Philadelphia and Erie Railroad,	954,616 27
Rental paid Belvidere Delaware Railroad,	229,043 69
	<u>                    </u>
Amounts carried forward,	\$10,795,689 64 \$16,440,843 52

Amounts brought forward,	\$10,795,689 64	\$16,440,843 52
Rental paid Branch Roads connected with the Main Line Pennsylvania Railroad, - -	489,171 19	
Dividends, Interest and Rentals, &c., paid on ac- count of lease of United Railroads and Canal of New Jersey, as before stated: - -	4,121,053 12	
	<hr/>	\$15,405,913 95
Balance, - - - - -		\$1,034,929 57
Amount received in settlement of open accounts that were adjusted during the year, - - - - -		1,251,665 00
		<hr/>
Total to credit of Profit and Loss, - - - - -		\$2,286,594 57
		<hr/>

From the foregoing statistics, the Shareholders of the Company will perceive that the Road has paid from its net earnings during the past year all the Rentals, Interest, Dividends and other amounts due the lines operated by the Company, the expenses of maintaining the various organizations, and the sum of \$460,000 to the State of Pennsylvania on account of the purchase and interest thereon of the Main Line of Public Works, and has also paid its Shareholders, clear of State taxes, Eight per cent. dividend on the Capital Stock, leaving a net balance, including the amount received in settlement of open accounts that were adjusted during the year, of \$2,286,594.57. Against this amount have been charged the discount on the two millions sterling mortgage Bonds of the Company sold May 7, 1874, which were delivered early in 1875, and the five millions of 6 per cent. currency dollar Bonds sold in Philadelphia during the year, the premium on exchange remitted to redeem the second mortgage sterling Bonds that matured March 31, 1875, and other items amounting in the aggregate to \$1,230,398.59; so that the balance transferred to Profit and Loss was \$1,056,195.98, and the sum standing to the credit of that account, as will be seen



by the Treasurer's statement hereto annexed, at the end of the year, was thereby increased to \$10,077,839.14.

Your Board of Directors have deemed it best to continue the policy referred to in the last Annual Report, of holding the amounts to the credit of the Contingent Fund \$2,000,000, and Profit and Loss \$10,077,839.14, in all \$12,077,839.14, as a margin to cover any depreciation in the value of the securities owned by the Company, which remain on the books at their cost, and to meet requirements of the Company.

In addition to this reserve, the Shareholders will remember that during the history of the Company, it has from time to time reduced its actual cost of Construction and Equipment, so that the General Account shows a charge for the Main Line, including new stations, wharves, shops and shop machinery, of \$53,666,966.41, while the cash expenditure for those purposes to December 31, 1875, was \$81,862,775, showing an excess of actual property in the possession of the Company not represented in its accounts, and which may be considered an additional reserve of over 27 millions of dollars. In this, no allowance whatever is made for a very large increase in the value of the real estate now in the possession of the Company, which, while it cost over six millions of dollars, it is believed, has a market-value of more than double that amount.

The proceeds of the two millions of pounds sterling Bonds, sold May 7, 1874, as stated in the last Report, were received during 1875, and appropriated to the payment of the \$4,835,840 of second mortgage Bonds, which matured March 31, 1875, and to the adjustment of construction and equipment expenditures, and other obligations of the Company incurred prior to 1874.

In order to provide the means necessary to cover the cost of Construction and Equipment as estimated in the last Report, and also to pay off other liabilities of the Company previously incurred,

it was deemed advisable to make a sale to Messrs. Drexel & Co., of Philadelphia, of five millions of dollars of 6 per cent. currency Bonds, secured by the Consolidated Mortgage. The Company has met all these expenditures and liabilities, *and is now without any floating debt*, and had on deposit to its credit January 1, 1876, as follows:

In the hands of its Treasurer, - - - - -	\$3,480,913 21
In the hands of its London Agency, the London, Asiatic, and American Company, Limited, - - - - -	1,166,141 56
In the hands of other parties, - - - - -	277,243 81
Making a total of - - - - -	<u>\$1,924,298 58</u>

which is applicable to the payment of Interest, Dividends and Expenditures.

The operations of the Main Line between Philadelphia and

Pittsburgh show Net Earnings for the year of - -	\$8,147,388 61
and an Earning from Investments, representing the actual cash valuation of - - - - -	3,147,236 33
Making total Net Earnings of - - - - -	<u>\$11,294,624 94</u>
The interest paid on the entire bonded debt of the Company, its floating debt, etc., was - - - - -	3,012,453 75
Showing a net result over Interest - - - - -	<u><u>\$8,282,171 19</u></u>

It will be observed that the amount received from the investments of the Company, (\$3,147,236.33) exceeded all the interest paid on its bonded and other interest obligations, leaving a surplus of \$134,782.58, and that the average return from these investments on the amount at which they stand charged on the books of the Company (\$70,759,012), was over 4 per cent. per annum.

#### MAIN LINE.

During the year 1875 the tonnage moved over the Main Line of the Company and Branches between Pittsburgh and Philadelphia amounted to 9,787,176 tons; during the year 1874, to 9,118,419

tons—showing an increase of  $7\frac{3}{10}$  per cent., or 668,757 tons over 1874. Embraced in this were 4,731,436 tons of bituminous coal, coke, and anthracite coal, being an increase in that traffic over the previous year of 522,099 tons.

#### THE UNITED RAILROADS OF NEW JERSEY

Show a slight increase in the number of passengers carried, being 7,846,239 as against 7,837,317 in 1874, and  $\frac{5}{1000}$  per cent. increase in the number of tons of freight moved, being 3,469,786 tons as against 3,467,952 tons in 1874, notwithstanding a large decrease in the shipments of coal over those Lines, and especially the Belvidere Delaware Road. In 1874 the coal tonnage over the New Jersey Lines was 1,521,474 tons, of which 964,255 tons were anthracite, and 557,219 bituminous. In 1875 the coal tonnage was 1,302,634 tons, of which 617,859 tons were anthracite, and 684,775 bituminous.

#### BELVIDERE DELAWARE RAILROAD.

The whole number of passengers carried in 1875 was 388,436, and the average distance travelled by each was  $16\frac{7}{10}$  miles.

The number of tons of freight moved (including 18,180 tons of fuel and other materials for the Company's use), was 1,020,660, embracing 844,275 tons of coal, exclusive of 8,795 tons of coal for Company's use.

It was last year 1,473,953 tons, showing a decrease of 453,293 tons, or  $30\frac{7}{100}$  per cent.

#### DELAWARE AND RARITAN CANAL.

The Canal carried during the year 1,958,004 gross tons, embracing 1,295,910 of coal, of which 1,022,644 were anthracite and 273,266 bituminous. Last year it carried 2,308,671 tons, showing a decrease of 350,667 tons, or about  $15\frac{2}{100}$  per cent. Its coal tonnage

in 1874 was 1,548,303 tons, showing a decrease in 1875 of 252,393 tons.

#### PHILADELPHIA AND ERIE RAILROAD.

The tonnage moved on the Philadelphia and Erie Road in 1875 shows an increase of 5 $\frac{1}{6}$  per cent., being 2,523,486 tons as against 2,389,377 for 1874. The tonnage of 1875 embraced 890,626 tons of coal. There was a decrease in the number of passengers carried of about ten per cent.

Your attention is specially called to the following table showing the average earning from Freight and Passenger traffic, and the cost of moving it per net ton and per passenger per mile on each of the Divisions worked by the Pennsylvania Railroad Company.

	Pennsylvania R. R. and Branches.	United Railroads of New Jersey and Branches.	Baldwin Division.	Philadelphia and Erie Railroad.
Length of Road.....	905	293	80	288
Average earnings from each passenger per mile.....	2 $\frac{851}{1000}$	2 $\frac{727}{1000}$	2 $\frac{884}{1000}$	3 $\frac{037}{1000}$
Average cost of transporting each pas- senger one mile.....	1 $\frac{669}{1000}$	1 $\frac{773}{1000}$	2 $\frac{222}{1000}$	2 $\frac{921}{1000}$
Profit on each passenger per mile.....	0 $\frac{682}{1000}$	0 $\frac{959}{1000}$	0 $\frac{942}{1000}$	0 $\frac{086}{1000}$
Average earnings per ton per mile from transportation of freight.....	1 $\frac{022}{1000}$	2 $\frac{002}{1000}$	1 $\frac{462}{1000}$	0 $\frac{862}{1000}$
Average cost of transporting each ton of freight one mile.....	0 $\frac{616}{1000}$	1 $\frac{604}{1000}$	0 $\frac{962}{1000}$	0 $\frac{571}{1000}$
Average profit in transporting each ton of freight one mile.....	0 $\frac{442}{1000}$	0 $\frac{402}{1000}$	0 $\frac{506}{1000}$	0 $\frac{284}{1000}$

You will observe that the average earning on the Main Line and Branches, including through tonnage as well as local, was 1.058 cents, or less than eleven mills per ton per mile. The cost per ton per mile was  $\frac{61.6}{1000}$  of one cent, leaving an average net profit for transporting each ton of freight per mile of  $\frac{44.2}{1000}$  of one cent, or nearly 4½ mills. The expense of transporting 671,808 tons of coal and material for the Company's use, for which no revenue was received, is charged against the paying tonnage, and included in the cost of  $\frac{61.6}{1000}$  of one per cent. per ton per mile.

This remarkably low average rate of earning was brought about by two causes. First, the competition that was waged in the early part of last year between the Trunk Lines on all through traffic which under a seriously mistaken policy of endeavoring to control over certain lines an undue proportion of through traffic, practically destroyed its value to the lines that carried it, and failed in the object sought to be attained; and second, it was deemed necessary that the Company should do what lay in its power to aid the manufacturing and mining interests by moderate temporary reductions in its rates of freight. This policy your Board believed to be wise and judicious, and that without it, a large number of important branches of business would undoubtedly have been suspended. The result is the lowest average earning per ton per mile that has perhaps ever been received by any line of like magnitude. To meet this result and earn a reasonable profit, the most rigid economy consistent with thorough Maintenance of the Road and Equipment, has been enforced in every department, and a cost of movement attained per ton per mile, certainly much below that of any similar road in this country, if not in the world.

It may be noted that the present average gross receipts on local and through traffic do not amount to 50 per cent. of the cost of movement alone upon the old line of Public Works of the State.

It may also be noted that the cost of moving traffic upon the Main Line of your Railroad and Branches, with their crossings of the Allegheny Mountains, is much below the cost of moving similar traffic upon canals.

The Company has moved over its Main Line during the year, 7 3-10 per cent. more tonnage than in any previous year of its history, for a gross earning of \$2,149,119.38 less than in 1874. Its expenses have been reduced \$899,583.71, showing a decrease in net earnings of \$1,249,535.67, which is attributable to the causes stated, namely, the great depression in the coal and iron interests and the general trade of the country, and to the unnecessary and unwise competition that existed on through traffic during the early part of the year. The relations between the several Trunk Lines are now satisfactory, and there is no good reason why they should not so continue. It is certainly true that by a proper understanding between the lines they can each secure their legitimate share of traffic, and properly protect their respective geographical positions, whereby the public can always have the benefit of regular, steady, minimum charges, and the properties and facilities of the various companies be kept up to that high standard of efficiency which is for the best interest of the people who use them. This policy will at all times have the earnest support of your Board.

The contests through which your Road has passed, and the thorough economies that have been inaugurated in the management of its business, have demonstrated very clearly its ability to meet all efforts of competitors to divert its proper share of traffic, and to make net earnings under perhaps the most unfavorable circumstances quite sufficient to take care of all its obligations, keep the property of the Company to the highest standard, pay its Shareholders 8 per cent. per annum, clear of all taxes, and add a fair balance to its reserve fund.

While its average freight earnings have been but a fraction over a cent per ton per mile, the average cost of operation of its three competitors has been nearly one cent per ton per mile, thus showing that while the Road has yielded a fair profit on its work for 1875, most of it has been secured through economy in operation, and within the cost per ton per mile which any of its competitors have been able to attain. It is believed that under a proper adjustment of the old differences that existed between the Trunk Lines, many of which have already been arranged, a satisfactory average rate on East and West bound through traffic will be secured. And with moderate charges on local traffic, in proportion to the value of the service rendered, the railway property of the country will become more valuable to its owners, and to the public. An average improvement of one mill per ton per mile on the business of the past year over your Lines, would give the Company an additional profit of \$1,479,414.46—equivalent to over 2 per cent. upon its entire Capital Stock.

The estimate in the Annual Report for 1874 of the amount that would be required for Construction and Equipment purposes in 1875, was \$3,200,000. The sum actually expended was \$3,265,565.57.

During 1876 there will be needed for similar purposes, according to the present estimates, about \$3,500,000, to meet the requirements and additions for the New Jersey Division and the Main Line, including the cost of the new passenger station at West Philadelphia; the increased equipment necessitated by the Centennial Year; the purchase of real estate; the putting down of third and fourth tracks; the securing rights of way and improving the alignment of portions of the road between Columbia and Philadelphia, originally built by the State of Pennsylvania; the necessary expenditures upon your branch and unfinished roads, and the construction of a new and independent freight connection with your

properties on the Schuylkill and Delaware Rivers, by which a large portion of the coal, oil, lumber, grain and other traffic will reach its destination without passing through and overcrowding the yards at West Philadelphia. The freight tracks and facilities at West Philadelphia will all be required in a very limited time to meet the increasing business of the central and northern portions of the city, the large business to and from the city of New York, that passing over the Main Line to and from the West, and the business to and from the South.

The total amount expended and required to be expended in providing the passenger station, 100 by 300 feet, and other terminal facilities at the Centennial Grounds, including the various buildings, railway tracks and improvements connected therewith, as per estimate, is \$119,241.51, which it is proposed to deduct from the earnings of the Centennial Year.

An addition to the passenger car equipment to provide for Centennial travel is now being made, embracing one hundred and fifty new passenger cars at a cost of \$450,000. This amount will be charged to Construction and Equipment account, and these cars will give our various lines additional equipment for their increasing business after 1876.

During the year, the new iron railway bridge across the Delaware at Trenton was completed, and opened with double track, thus greatly improving the facilities of your lines. The structure is believed to be one of the best in the United States.

The four tracks have been completed from Philadelphia westward to Overbrook, and will this year be extended to Merion Station, thus adding still further to the facilities for the passage and movement of trains. The four tracks have also been completed from Pittsburgh, east, to East Liberty. Twenty-six miles in all of third and fourth track and siding were laid during the year on



the Main Line, four miles of third track and siding on the New Jersey Division, and two miles of siding on the Philadelphia and Erie Road. Several important bridges crossing over the Line, previously arranged for with the city authorities of Pittsburgh, have been constructed and opened to the public, and it is expected that several others will be completed during the present year.

In connection with the city authorities of Philadelphia, the Company is building new iron bridges over its Main Line at Fortieth and Forty-first Streets and at Belmont and Girard Avenues. During the year the Fairmount Bridge at Bridge Street has also been completed. These improvements were greatly needed to provide new and safe avenues to and from the Centennial Exposition and Fairmount Park.

In the latter part of November the bridge over the Schuylkill River at Market Street, belonging to the city of Philadelphia, was destroyed by fire, and the connection of your Line with its depots on Market Street east of the river was thus broken. A temporary bridge for the passage of freight cars was erected in a few days, and the Company having been authorized by the Councils of the City to construct a new bridge, the work was promptly completed, and the highways opened to public use within the time and cost specified in the proposition submitted to Councils.

Sixty eight hundred and ninety-five tons of steel rail have been placed on the Main Line during the year. This amount was more than sufficient to complete the entire double track of the Main Line. A portion of it was laid on the Harrisburg and Lancaster Road, and at points on the Branch Lines where a heavy traffic was handled. 3,536 tons of new iron rail were laid, of which 3,514 tons were placed on Branch lines; and 4,372 tons of steel rail were placed in the New Jersey Lines, all of which has been charged to expenses. Before the close of the year, the double track of the New York Division will be

laid with steel rail, and a similar improvement will be effected on the Amboy, and Belvidere Delaware Divisions, as renewals are required, and be charged to expenses.

Forty-one hundred and seventy-three tons of steel rail and 2,099 tons of new iron rail were laid on the Philadelphia and Erie Road, and charged to the expenses, of that line.

A large amount of work was done at the shops of the Company at Altoona during the year, for the Main Line and for other roads operated by the Company.

Forty-three first-class locomotives were built, also 761 new stock, box and coal cars, in addition to the maintenance in good condition and the necessary renewals of your large equipment.

In order to meet the requirements of the increasing Coal trade, arrangements were made, through Car Trusts, by which 2,000 eight-wheel coal cars of fifteen tons capacity each, were placed upon the Line during the year at very low prices. Under these arrangements, the interest on the cash cost of the cars is paid out of a car service-fund, which is made up by an allowance of the same rates per ton that were heretofore allowed to other companies for the use of their cars in transporting a share of the coal traffic over portions of your Lines—the residue of this fund, after payment of interest, will be applied so as to extinguish the principal within six years; so that while the Company has the use of the equipment in the interim, it will own the entire property at the expiration of that period, without adding to its Construction and Equipment account. During the year, 222 eight-wheeled coal cars were purchased from the Kittanning Coal Company at a valuation of \$475 per car, or \$105,450, which amount is now included in our Equipment account.

To meet the request of the Post Master General in connection with the through postal service, eight first-class mail cars were built to conform to the plans prepared by the Post Office Depart-

ment, and were placed upon the Line within eleven days, the very limited time allowed the Company to provide the equipment.

The Block system of signals in operation on the New Jersey Line is now being extended over the Philadelphia and Pittsburgh Divisions. It will be applied to the whole Line, having been found to add largely to the safety of the movement of trains.

The New Stock Yards at West Philadelphia are nearly completed, and are now in service. Their location is very advantageous to the public, and the arrangements required of the lessees are such as to prevent any annoyance from their operation.

Your Board have authorized the erection of a new passenger station at West Philadelphia, fronting on Market Street and Lancaster Avenue, west of the Junction Tunnel, and bounded by Thirty-second Street. It will contain very comfortable accommodations for the patrons of your Lines. The lot to be covered by the tracks and building is 120 feet on Market Street and 230 on Lancaster Avenue, and extends back 1,060 feet on Thirty-second Street. There will be four tracks for incoming trains, four for outgoing trains and four intermediate tracks for standing cars upon. It will be a valuable improvement, and accommodate a large and increasing traffic. It is proposed to use the two southern tracks, approaching Philadelphia from the west between Merion and the new station at West Philadelphia, exclusively for passenger business, and to make a crossing of the main roadway west of Thirty-fifth Street for the New York trains, and bring them in on these independent passenger tracks. This will give the Company the other two main tracks from Merion into the yards at Hestonville and West Philadelphia, with all their various connecting side tracks and switches, for the use of the heavy freight business, without causing delay to the passenger trains, or in the handling of the freight traffic by reason of the movement of passenger trains, as heretofore.

The arrangements for receiving, handling, storing and shipping all classes of property at the Port of Philadelphia have been much improved during the past year, and the results are manifest in its increasing commerce. One of the largest and best Cotton Presses ever constructed has been erected on the Delaware front, near your Steamship Wharves, where cotton is now being compressed for shipment at prices much below those charged at other ports. With the extensive facilities now provided, a liberal share of this valuable traffic will no doubt be secured by our merchants.

Just before the close of the past year, the United States Government determined to sell the old Navy Yard property in this city, situated between Front Street and the Delaware River, containing about 23 acres of solid ground, admirably located and prepared for the present and future wants of the Company. When desired, this property may be extended to the Port Wardens' Line, so as to embrace over 28 acres. It was purchased by Messrs. Drexel & Co., and their associates, from the Government for one million dollars cash, and re-sold to your Company for one million of its bonds, secured by purchase-money mortgage on the property, payable in 5 years, bearing 6 per cent. currency interest, which they received at 95 per cent. The difference of \$50,000 was paid them in cash, and will be charged off to profit and loss during the year, so that the property will stand on the books of the Company at a cost of one million of dollars. In connection with the other real estate owned on the Schuylkill and Delaware Rivers, it will give the Company the means of providing in the most ample and thorough manner for its traffic for many years to come.

Arrangements have been made for the unloading at the Navy Yard Wharves of a number of large foreign steamers coming to Philadelphia with property for the Centennial Exposition, and for general distribution. Tracks are now being laid on these wharves

so that the transshipment can be made direct from the vessels to cars for delivery to destination.

Your Board is satisfied that the lines of the Company must receive a large additional business in connection with the Centennial Exposition, which will add materially to the revenues during 1876.

The Company's Lines have been extended from York, Pennsylvania, to Frederick, Maryland, under a lease of the Frederick and Pennsylvania Line, Hanover and York, and Littlestown Railroads, covering 54 miles of roadway. This Line, the Company works at cost, and compensation for the use of its equipment. It runs through a fine country, and has already developed, in the first year of its operation, a very satisfactory traffic for the benefit of your own Line, and also the Northern Central Railway, with which it connects at York, Pennsylvania.

The Columbia and Port Deposit Railroad was extended to Safe Harbor, a distance of ten miles. The grading of the remaining portion of the line is about finished, and it is proposed this year to complete the superstructure for the twenty-four miles yet required, and open the entire road for traffic.

The Southwest Pennsylvania Railway was extended four miles south of Connellsville, and will be completed to Uniontown this year, and further, if the development of the local business will justify it. The coke traffic from that line has assumed large proportions and is of great value, not only to your Main Line and the roads west of Pittsburgh, but to the iron and steel and smelting interests of the country.

Two and a half miles of additional main track and branches were laid upon the Tyrone and Clearfield Railway. The coal business of the Clearfield region is growing rapidly, showing an increase of 260,000 tons over 1874.

It is proposed to extend the Pittsburgh, Virginia and Charleston Railway this year to Brownsville on the Monongahela River, being twenty-three miles of new line; the local interests along the road carrying out their proposition to take traffic certificates and furnish the amount of money required to do the work. The completion of this line will be of great value to the city of Pittsburgh and the people of the Monongahela Valley, and will develop a satisfactory and valuable traffic to your Main Line and the roads controlled west of Pittsburgh.

The results of the PENNSYLVANIA CANAL COMPANY for the year 1875, were as follows:

Gross Receipts,	-	-	-	-	-	-	-	-	-	\$444,669 09
Expenses,	-	-	-	-	-	-	-	-	-	240,637 22
										<hr/>
Net Earnings, 1875,	-	-	-	-	-	-	-	-	-	\$204,031 87

being a gain of \$56,286.67 over 1874.

This Company has paid off *all its floating indebtedness*.

The following statements will show the result of the operation of the Coal Companies in which you are interested to December 31, 1875. In this connection arrangements have been made to create a fund of 25 cents per ton mined, which will be charged currently to expenses, and applied to the reduction of the cost of the several coal properties. Where that cost is represented by bonds, this fund will be applied to their purchase and cancellation.

THE SUSQUEHANNA COAL COMPANY produced in 1875, 381,774 tons.

Its Gross Receipts were	-	-	-	-	-	-	-	-	-	\$1,478,820 91
Expenses,	-	-	-	-	-	-	-	-	-	1,299,614 95
										<hr/>
Net Earnings,	-	-	-	-	-	-	-	-	-	\$179,205 96

being a decrease of \$206,682.78, as compared with 1874, caused by the almost entire suspension of production of anthracite coal during the first seven months of the year.

THE SUMMIT BRANCH AND LYKENS VALLEY COMPANIES produced for the thirteen months ending December 31, 1875, 530,994 tons.

The Gross Earnings of the Summit Branch Railroad Company

for the same period, were	-	-	-	-	-	-	-	\$1,467,529 60
Expenses,	-	-	-	-	-	-	-	968,687 84

Net Earnings, - - - - - \$198,841 76  
being an increase of \$231,887.87, as compared with 1874.

The Gross Earnings of the Lykens Valley Company for the

same period, were,	-	-	-	-	-	-	-	\$703,547 35
Expenses,	-	-	-	-	-	-	-	996,845 06
Deficit,	-	-	-	-	-	-	-	\$293,297 71

Being an increase of \$10,752.42 as compared with 1874.

The large expenditures on this property were due to the existence of extensive faults in the vein, to remove which has required heavy outlays for several years past. The Company is now working in good coal, and the results of the present year will, it is believed, show a marked improvement.

THE MINERAL RAILROAD AND MINING COMPANY produced for the thirteen months ending December 31, 1875, 477,233 tons.

Its Gross Earnings were,	-	-	-	-	-	-	-	\$1,086,359 92
Expenses,	-	-	-	-	-	-	-	924,324 84

Net Earnings, - - - - - \$162,035 08

Being an increase of \$89,540.76 as compared with 1874.

The aggregate results from your several Anthracite Coal Companies were as follows:

							Tons.
Total production 1874—1875 (thirteen months),	-	-	-	-	-	-	1,390,001
“ “ 1873—1874 (twelve months)	-	-	-	-	-	-	1,328,934
Aggregate Net Earnings 1875,	-	-	-	-	-	-	\$546,785 09
“ “ 1874,	-	-	-	-	-	-	670,767 71

At the close of the year, a reorganization of the several Coal companies was effected, under which it is believed valuable economies will be effected in their business, and the properties be made more profitable than in the past, at least to the extent of the economies referred to.

The anthracite coal for Eastern markets obtained from your various properties, with the exception of that going to South Amboy over our lines, is now brought over the Pennsylvania Railroad, and shipped at Greenwich Point. The wharfage facilities at that point, though quite extensive, were taxed to their utmost capacity before the close of the year, and it is proposed to enlarge them during the present year to meet the increased business from the several coal regions reached by your lines and their connecting roads. The large increase in that special traffic, however, is in bituminous coal and coke, which are growing in public favor each year.

The Coal Companies in which you are interested were invited to join what is known as the Coal Association for the Anthracite Region. After full consideration of the subject, they declined to do so, but in order that the large coal roads should carry out their own system of handling this great traffic, your Coal Companies did agree that their production for the year should not be increased over that of 1875, to competitive points East of the Capes of the Delaware; and that if the Coal Association should continue for 1876, they would maintain prices on this competitive trade, as heretofore.

In the Report for 1874, reference was made to the reorganization of the Northern Central Railway Company. Your Board would now state that the results of the working of that line and its connections for the past year have been favorable, that all the obligations of that Company have been promptly met and a net earning realized sufficient to enable its Directors to pay a moderate dividend. A dividend of 3 per cent. was therefore declared by that Company



out of its net earnings, payable on the 1st of April next, leaving a satisfactory balance to the credit of Income Account. The road and its terminal facilities have been greatly improved during the past year, and it is believed that with proper care and management, it can be made a valuable property to its owners.

The business of the Baltimore and Potomac Railroad is steadily increasing. Through the arrangement made with the Western Maryland R. R. Co. for the use of the tunnel at Baltimore, a new source of revenue has been opened to it, and by the construction of extensive coal yards in the City of Washington, and the facilities given by the connection of the Northern Central Railway with the coal fields of Pennsylvania, additional traffic will be secured. The road has attained a strong position with the public.

The lines owned or otherwise controlled by your Company west of Pittsburgh, are all operated by the Pennsylvania Company, a corporation having its general office at Pittsburgh, under the arrangement heretofore explained to the Stockholders. Under this arrangement, the liabilities of the Pennsylvania Railroad Company west of Pittsburgh are all met and provided for out of the earnings and revenues of the lines west of that point, and the revenues of the leased Roads showing a surplus, are used by the Pennsylvania Company to meet, in proper form, such deficiencies as may occur upon any of the other lines under its control; this is now effected in a manner that relieves your Company from providing for these responsibilities.

The total earnings of all the lines operated by the Pennsylvania Company, or controlled through that organization in the interest of your Company for 1875, were	-	-	-	-	\$23,632,761	53
Expenses,	-	-	-	-	15,479,679	65
Leaving net earnings of	-	-	-	-	\$8,153,081	88

Deduct Rentals, Interest, Dividends, and liabilities	
of every kind chargeable thereto, - - -	7,473,789 95

Net profit in 1875 on lines west of Pittsburgh, -	\$679,291 93
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The entire outlay for Construction and Equipment on all the lines west of Pittsburgh for 1875, was, - -	\$376,486 48
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All these lines, with their equipment and facilities, are in better condition than at the close of any previous year.

As the Annual Meetings of the Western Companies take place at later dates than your own, the detailed statistics of their workings are not yet prepared, but as soon as they are, and submitted to the Shareholders of those Companies, they will be printed, and copies of the Reports will be furnished to any Shareholders of this Company who may desire them.

In the rentals of Western Lines, as above stated, are included the net earnings from the Columbus, Chicago and Indiana Central Railway during the year. It is believed by the Pittsburgh, Cincinnati and St. Louis Railway Company, that by reason of the failure of the Columbus, Chicago and Indiana Central Railway Company to perform its covenants under the lease of its road to the former Company, the lease itself has been practically terminated, and notice has been given and proceedings instituted by the Pittsburgh, Cincinnati and St. Louis Company in accordance therewith. It is hoped that the litigation relating to this subject will be terminated during this year, and that upon its conclusion, the two Companies referred to will arrive at some adjustment for the future operation of the lines belonging to the Columbus, Chicago and Indiana Central Company, west of Columbus, on a basis that will be equitable and fair to all interests, and give the owners of the property every possible earning and advantage that can be derived from it in the future. In connection with this subject, and to correct any misap-

prehension that may exist, it is but proper to state that no endorsement of any bond of the Columbus, Chicago and Indiana Central Railway Company was ever made or authorized to be made by the Pennsylvania Railroad Company.

Several committees representing the bondholding interest of that Company have had interviews with the officers of your Company, during the past year, with the view of perfecting a basis under which the property of the Columbus, Chicago and Indiana Central Company, could be put in a reorganized form that would relieve it from many of its old complications, and preserve its representation in a decreased amount of bonds and an increased amount of stock; but as yet, no definite plan has been decided upon. It is hoped one may be reached during the present year.

#### SUMMARY OF LINES EAST AND WEST OF PITTSBURGH.

Gross Earnings, all lines, 1875, from traffic, - - -	\$58,096,865 91
" Expenses, excluding rentals, interest, dividends, &c.,	36,574,140 96
Net Earnings, - - - - -	\$21,522,724 95

#### FREIGHT TRAFFIC.

	Number of Tons.	Number of Tons one mile.
All Lines East of Pittsburgh and Erie, -	17,730,726	2,117,776,867
All Lines West of Pittsburgh, - - -	11,090,073	1,218,020,808
	<u>28,820,799</u>	<u>3,335,797,675</u>

#### PASSENGER TRAFFIC.

	Number of Passengers.	Number of Pas- sengers one mile.
All Lines East of Pittsburgh and Erie, -	14,456,864	344,234,876
All Lines West of Pittsburgh, - - -	6,999,593	218,279,592
	<u>21,456,457</u>	<u>562,514,468</u>

Average distance travelled by each passenger East of Pittsburgh and Erie,  $23\frac{8}{10}$  miles.

Average distance travelled by each passenger West of Pittsburgh,  $31\frac{2}{10}$  miles.

In the last Annual Report, your Board, in referring to the important work performed by the Committee of Shareholders appointed to examine into the affairs of the Company, stated the gross amount expended in connection therewith, in securing the data for their report, printing and distributing it among the Shareholders, and all other matters incident thereto. When that report was read at your last Annual Meeting, Mr. Longstreth, one of the Committee, stated that the manner in which the item of expenses was presented, might create a wrong impression upon the Shareholders and the public. It is but justice to the Committee to state, that their entire personal, travelling and office expenses, during the period of seven months in which they were engaged in making their examinations, preparing the report and publishing it for the information of the Shareholders, was but \$1,866.14, the remaining expenditure having been made in preparing the Report of 240 pages, and the maps connected therewith, publishing the same through the press of the country, and printing and distributing nearly 20,000 copies of the Report to the Shareholders, as authorized by them. The Report is considered by experts, both in this country and Europe, to be one of the most exhaustive and valuable documents ever prepared in connection with any railway company.

Your Board take great pleasure in making this explanation; believing it to be due to the gentlemen who composed the Committee.

At the last Annual Meeting of the Shareholders, the matter of declaring quarterly dividends was referred to your Board. After full consideration of the subject, it was decided to pay dividends quarterly, commencing August 30, 1875, and this action has given great satisfaction to the shareholders.

It is hoped that the results attained during the past year will be satisfactory to the Shareholders of the Company. Your Board beg to assure you, that in their judgment the property of the Company was never before in as good condition as at the close of the past year. The roadway has been greatly improved, the equipment is in thoroughly good condition, facilities have been enlarged and extended, the capacity for doing a largely increased business is now provided; and it is believed, that with moderate expenditures for construction and equipment purposes during the next few years, and with the return of reasonable prosperity to the business interests of the country, your road can and will, under proper economical management, show results that must be gratifying to its owners.

The Report of the Treasurer, with a complete list of the Stocks and Bonds held by the Company, also the reports of the Comptroller, and General Manager, will be published in pamphlet form in connection with this report, and will give in detail the financial condition of the Company, and the results of the operations of your lines. The Board desire to express their thanks to the officers and employees of the Company for the remarkable economies attained, and for the fidelity and ability with which the duties entrusted to them have been discharged during the past year.

By order of the Board,

THOMAS A. SCOTT,

*President.*



To Capital Stock.....		\$68,870,200	00
" First Mortgage Bonds due 1880.....	\$4,970,000	00	
" General " " 1910.....	19,999,760	00	
" Consol'd " " 1905.....	29,250,000	00	
" Lien of the State upon the Public Works between Philadelphia and Pittsburgh, bearing 5 per cent. interest, payable in annual instalments of \$460,000, applicable first to the interest, and the remainder to principal, the original amount of which was \$7,500,000.....	5,007,360	35	
" Ground Rents at 6 per cent. remaining on Real Estate purchased.....	91,361	11	
		59,318,481	46
" Accounts payable, viz.:			
Passenger balances due other Roads.....	326,382	36	
Pay Rolls and Vouchers for December, 1875, paid in January, 1876.....	2,545,849	82	
Cash, Dividend due to Stockholders unpaid.....	127,575	75	
Dividend Scrip of December 6, 1873, outstanding,	9,617	36	
Sundry Accounts due other Roads.....	2,679,733	00	
		5,689,158	29
" Appraised Value of Securities owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		3,895,584	60
" Amount of Fuel and Materials, for repairs to Locomotives, Cars, and Maintenance of Way, owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		354,658	53
" Equipment of Road and Canal owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		4,409,321	19
" Contingent Fund.....		2,000,000	00
" Balance to credit of Profit and Loss.....		10,077,839	14

By Balance standing on the Books of the Company for the Construction of the Railroad between Harrisburg and Pittsburgh, including Branches to Indiana, Hollidaysburg and Morrison's Cove, also Branch to connect with the Pittsburgh, Virginia and Charleston Railroad; also, Bridge over the Susquehanna River at Columbia, and Branch from Columbia to York, in all 325 miles, and cost of Stations, Warehouses and Shops, on the whole Road from Philadelphia to Pittsburgh.....	\$22,742,977 57	
" Balance standing on Books of the Company for the purchase of the Philadelphia and Columbia R. R.....	5,375,733 43	
" Balance to debit of Equipment of Road, consisting of 883 Locomotives, 396 Passenger Cars, 148 Baggage, Mail and Express Cars, 17,030 Freight Cars, and 1,367 Road Cars—including Shop Machinery, and also including Equipment of Canal, consisting of Schooners, Barges and Tugs.....	16,748,920 71	
" Cost of Real Estate of Company and Telegraph Line, Extension of the Pennsylvania Railroad to the Delaware River, including Wharves and Grain Elevator.....	6,762,775 25	
	2,036,559 45	
Total amount charged to Construction, Equipment and Real Estate Accounts for the Railroad between Philadelphia and Pittsburgh, comprising 1,074 $\frac{1}{2}$ miles of Single Track, including Sidings, Stations, Warehouses, Shops and Shop Machinery.....	\$53,666,966	41
OTHER ASSETS.		
By Cost of Bonds of Railroad Corporations.....	29,292,341 31	
" " of Capital Stocks of Railroad Corporations.....	29,155,626 57	
" " of Bonds and Stocks of Municipal Corporations, Coal Companies, Canal Companies and Bridge Companies, and investments not otherwise enumerated.....	10,311,044 38	
" Cost of Bonds representing Contingent Fund.....	2,000,000 00	
Total Cost of Bonds and Stocks belonging to the Company.....	70,759,012	26
By Insurance Fund.....	278,738	91
" Bonds and Mortgages on Real Estate.....	381,301	79
" Amount expended for the purchase of Anthracite Coal Lands, Hazleton, Hamilton, Eastwick and other Tracts.....	841,621	51
" Appraised Value of Securities owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....	3,895,584	60
" Equipment of Road and Canal owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....	4,409,321	19
" Amount of Fuel and Materials on hand for repairs to Locomotives, Cars and Maintenance of Way, viz.: For the Pennsylvania Railroad.....	\$2,072,824 89	
" United New Jersey R. R. and Canal...	1,073,063 69	
" Philadelphia and Erie Railroad.....	451,943 15	
	3,597,831	73
" Amount of Bills and Accounts Receivable and amounts due from other Roads, including advances made to Railroad Corporations for Construction and purchase of Equipment used on their Lines, viz.: Northern Central Railway Company.....	\$239,958 14	
Philadelphia and Erie Railroad Company.....	234,964 51	
United N. J. R. R. & Canal Co.—Construction...	240,975 08	
" " Sink'g F'd & Redemption,	740,400 00	
" " Harsimus Cove.....	316,272 10	
" " Real Estate.....	595,992 05	
" " Rec'pts and Disbursement,	1,204,052 01	
Other Companies.....	6,496,510 10	
	10,069,124	02
By Cash Balance in hands of London, Asiatic and American Company, Limited, London, and other parties, to pay Coupons due in January, 1876.....	1,443,385	37
By Cash Balance in hands of Freight and Passenger Agents.....	1,791,442	21
By Cash Balance in hands of Treasurer.....	3,480,913	21
	\$154,615,243	21



# LIST OF BONDS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 31, 1875.

NAME OF SECURITY.	No. of Bonds.		PAR VALUE.
Alexandria & Fredericksburg Railway 1st Mtge. 7 per cent. gold bonds.....	522	\$1,000	\$522,000 00
Allegheny Valley R. R. 7 per cent. Funded Debt Mtge. Bonds.....	3,102	1,000	3,102,000 00
Bell's Gap R. R. 1st Mtge. Bonds, 7 per cent.....	30	500	15,000 00
Bald Eagle Valley R. R. 2d Mtge. " bonds.....	100	1,000	100,000 00
Baltimore & Potomac R. R. 2d Mtge. Income Bonds, 6 per cent.....	1,133	1,000	1,133,000 00
Bedford and Bridgeport R. R. 1st Mtge. Bonds, 7 per cent.....	1,000	1,000	1,000,000 00
Burlington Co. (Vincetown Branch) R. R. 1st Mtge. Bonds, 6 per cent., overdue.....	30	500	15,000 00
Central Stock Yard & Transit Co. 7 per cent. bonds.....	300	1,000	300,000 00
Cincinnati & Muskingum Valley R. R. 7 per cent. bonds.....	752	1,000	752,000 00
Cleveland, Mount Vernon & Delaware R. R. Income Bonds, not over 7 per cent.....	669	1,000	669,000 00
Columbia & Port Deposit R. R. Bonds, 7 per cent. 1st Mtge. Bonds.....	1,543	1,000	1,543,000 00
Columbus, Chicago & Indiana Central Railway Bonds, 7 per cent., \$5,000,000 Loan.....	1,258	1,000	1,258,000 00
Columbus, Chicago & Indiana Central Railway Bonds, 7 per cent., \$10,000,000 Loan.....	3,504	1,000	3,504,000 00
County of Clark, Illinois Bonds, 8 per cent.....	15	1,000	15,000 00
Danville, Hazleton & Wilkesbarre R. R. 1st Mtge. Bonds, 7 per cent.....	173 134 120	1,000 500 200	264,000 00
Frederick & Pennsylvania Line R. R. Judgment.....			115,000 00
East Brandywine & Waynesburg R. R. 7 per cent. bonds 1st Mtge.....	44 909	500 100	112,900 00
East Brandywine & Waynesburg R. R. 7 per cent. bonds, (New Holland Extension).....	194	100	19,400 00
Erie & Pittsburgh R. R. Bonds, 7 per cent., Equipment Loan.....	200	1,000	200,000 00
Frederick & Penna. Line R. R. 1st Mtge. Bonds, 6 per cent., gold.....	16 1	1,000 500	16,500 00
Frederick & Penna. Line R. R. 2d Mtge. Bonds, 6 per cent., gold.....	7 4 434	1,000 500 100	52,400 00
Indianapolis & St. Louis R. R. 1st Mtge. Bonds, 7 per cent.....	440	1,000	440,000 00
" " " Equipment " 8 ".....	50	1,000	50,000 00
International Navigation Co. 1st Mtge. " 7 ".....	1,478 15 22	1,000 500 100	1,487,700 00
Amount carried forward.....			\$16,685,900 00



# LIST OF STOCKS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 31, 1875.

NUMBER OF SHARES.	NAME OF SECURITY.		PAR VALUE.
100	Alexandria and Fredericksburg Railway Company Stock.....	100	\$10,000
25,000	Allegheny Valley Railroad Company Stock.....	50	1,250,000
4,000	American Steamship Company Stock.....	100	400,000
300	Bells Gap Railroad Company Stock.....	50	15,000
3,682	Bald Eagle Valley Railroad Company Stock.....	50	184,100
60,852	Baltimore and Potomac Railroad Company Stock.....	50	3,042,600
6,179	Bedford and Bridgeport Railroad Company Stock.....	50	308,950
61	Car Trust of Pennsylvania Stock.....	1,000	61,000
16,000	Centennial Board of Finance Stock.....	10	160,000
6,500	Chartiers Railway Company Stock.....	50	325,000
22,000	Cleveland, Mount Vernon and Delaware Railroad Company Stock Common.....	50	1,100,000
9,029	Cleveland, Mount Vernon and Delaware Railroad Company Preferred Stock.....	50	451,450
25,544	Connecting Railway Company Stock.....	50	1,277,200
5,286	Cresson Springs Company Stock.....	25	132,150
4,744	Cumberland Valley Railroad Company Preferred Stock.....	50	237,200
19,516	“ “ “ “ Common Stock.....	50	975,800
10,399	Harrisburg and Lancaster Railroad Company Stock.....	50	519,950
1,133	Junction Railroad Company Stock.....	50	58,850
19,217	Jeffersonville, Madison and Indianapolis Railroad Stock.....	100	1,921,700
5,624	Little Miami Railroad Company Stock.....	50	281,200
3,759	Louisville Bridge Company Stock.....	100	375,900
8,625	Newport and Cincinnati Bridge Company Stock.....	100	862,500
9,276	“ “ “ “ Preferred.....	100	927,600
48,420	Northern Central Railway Company Stock.....	50	2,421,000
70,231	Pennsylvania Canal Company Stock.....	50	3,511,550
160,000	Pennsylvania Company, Preferred Stock.....	50	8,000,000
60,000	“ “ Common Stock.....	50	3,000,000
515	Pennsylvania Railroad Company Stock.....	50	25,750
7,351	Pennsylvania Steel Company Stock.....	100	735,100
31,636	Philadelphia and Erie Railroad Company Common Stock.....	50	1,581,800
48,000	“ “ “ “ Preferred Stock.....	50	2,400,000
250	Philadelphia and Merion Railroad Company Stock, first in- stalment.....		1,250
80	Philadelphia and Southern Mail Steamship Company Stock.....	125	10,000
60,000	Pittsburg, Cincinnati and St. Louis Railway Company Pre- ferred Stock.....	50	3,000,000
14,181	Pittsburgh, Fort Wayne and Chicago Railway Company, Special Stock.....	100	1,418,100
51	Pittsburgh, Fort Wayne and Chicago Railway Company, Common Stock.....	100	5,100
8,100	Pittsburgh, Virginia and Charleston Railway Company Stock.....	50	405,000
	Amount carried forward.....		\$41,390,600

NUMBER OF SHARES.	NAME OF SECURITY—CONTINUED.		PAR VALUE.
	Amount brought forward.....		\$41,390,600
6,750	Pullman Palace Car Company Stock.....	100	675,000
19	Railway Equipment Trust of Pennsylvania Stock.....	1,000	19,000
39,802	Shamokin Coal Company Stock.....	25	995,050
6,019	South Pennsylvania Railway Company Stock.....	50	300,950
8,000	Southern Pennsylvania Railway and Mining Company Stock.....	50	400,000
8,370	St. Louis, Vandalia and Terre Haute Railroad Company First Preferred Stock.....	100	837,000
43,804	Summit Branch Railroad Company Stock.....	50	2,190,200
16,885	Susquehanna Coal Company Stock.....	100	1,688,500
20,000	Tyrone and Clearfield Railway Company Stock.....	50	1,000,000
19,837	Western Pennsylvania Railroad Company Stock.....	50	991,850
1,551	West Jersey Railroad Company Stock, on which \$35.00 per Share was paid.....		54,285
	Total.....		\$50,542,435

### SUMMARY.

Par Value of Bonds.....	\$45,503,434 12
Par Value of Stocks.....	50,542,435 00
Total.....	<u>\$96,045,869 12</u>
Cost as per General Account.....	<u>\$70,759,012 26</u>



# REPORT OF THE COMPTROLLER.

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**Accounting Department, Pennsylvania R. R. Co.**

COMPTROLLER'S OFFICE,

*Philadelphia, January 1, 1876.*

To the President and Board of Directors  
of the Pennsylvania Railroad Company.

GENTLEMEN :—I respectfully present for your information the accompanying statistics obtained from the records of the Accounting Department, embracing in detail the various items of Receipts and Disbursements on account of the transportation of freight and passengers over your Main Line, Branches, and Leased Roads, for the year ending December 31st, 1875, under the following general division heads :

The Pennsylvania Railroad Division, . . . . .	904 miles.
The United Railroads of New Jersey Division, . . . . .	293 "
The Belvidere Division, . . . . .	80 "
The Philadelphia and Erie Railroad Division, . . . . .	288 "
The Delaware and Raritan Canal, . . . . .	66 "
<hr/>	
Total, . . . . .	<u>1,631 "</u>

Respectfully submitted,

R. W. DOWNING,  
*Comptroller.*

THE PENNSYLVANIA RAILROAD DIVISION EMBRACES THE  
FOLLOWING ROADS :

Pennsylvania Railroad, Main Line, . . . . .	358 miles.
Columbia Bridge, . . . . .	1 mile.
York Branch, . . . . .	13 miles.
Hollidaysburg Branch, . . . . .	55 "
Indiana Branch, . . . . .	19 "
East Brandywine and Waynesburg Railroad, . . . . .	18 "
Bald Eagle Valley Railroad, . . . . .	52 "
Mifflin and Centre County Railroad, . . . . .	13 "
Tyrone and Clearfield Railway, . . . . .	51 "
Ebensburg and Cresson Railroad, . . . . .	11 "
Western Pennsylvania Railroad, . . . . .	85 "
Bedford and Bridgeport Railroad, . . . . .	49 "
Southwest Pennsylvania Railway, . . . . .	24 "
Pennsylvania and Delaware Railway, . . . . .	38 "
Lewisburg, Centre, and Spruce Creek Railroad, . . . . .	19 "
Danville, Hazleton, and Wilkesbarre Railroad, . . . . .	44 "
Hanover and York Railroad, . . . . .	18 "
Littlestown Railroad, . . . . .	9 "
Frederick and Pennsylvania Line Railroad, . . . . .	27 "
<hr/>	
Total Pennsylvania Railroad Divison, . . . . .	904 "
<hr/>	

UNITED RAILROADS OF NEW JERSEY DIVISION.

Mantua to New York, . . . . .	89 miles
Camden to South Amboy, . . . . .	61 "
Princeton Branch, . . . . .	3 "
Rocky Hill and Kingston Railroad, . . . . .	6 "
Millstone and New Brunswick Railroad, . . . . .	7 "
Perth Amboy and Woodbridge Railroad, . . . . .	7 "
Monmouth Junction to Jamesburg, . . . . .	6 "
Pemberton and Hightstown Railroad, . . . . .	25 "
Camden and Burlington County Railroad, . . . . .	25 "

Columbus, Kinkora, and Springfield Railroad, .	14 miles.
Burlington and Mount Holly Railroad, . .	7 "
Mount Holly, Lumberton, and Medford Branch, .	7 "
Vincentown Branch, . . . . .	3 "
Mercer and Somerset Railway, . . . . .	22 "
Frankford and Holmesburg Railroad, . . . . .	5 "
Bordentown to Trenton, . . . . .	6 "
<hr/>	
Total U. R. R. of N. J. Division, . . . . .	293 "
<hr/>	

The water route from South Amboy to New York, 30 miles, is not included in the above table of distances.

#### BELVIDERE DIVISION.

Belvidere Delaware Railroad, . . . . .	68 miles.
Flemington Branch, . . . . .	12 "
<hr/>	
Total Belvidere Division, . . . . .	80 "
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#### PHILADELPHIA AND ERIE RAILROAD DIVISION.

Philadelphia and Erie Railroad, . . . . .	288 miles.
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#### CANAL.

Delaware and Raritan Canal, . . . . .	66 miles.
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## PENNSYLVANIA RAILROAD COMPANY.

EARNINGS AND EXPENSES OF ALL LINES EAST OF PITTSBURGH  
AND ERIE, FOR THE YEAR ENDING DECEMBER 31, 1875.

## EARNINGS.

Pennsylvania Railroad Division, . . . .	\$20,493,251 97
United Railroads of New Jersey Division, . .	8,643,924 47
Delaware and Raritan Canal, . . . .	1,067,660 58
Belvidere Division, . . . .	893,370 12
Philadelphia and Erie Railroad Division, . .	3,365,897 24
Total earnings, . . . .	<u>\$34,464,104 38</u>

## EXPENSES.

(EXCLUDING RENTALS, ETC.)

Pennsylvania Railroad Division, . . . .	\$11,794,053 36
United Railroads of New Jersey Division, . .	5,894,741 68
Delaware and Raritan Canal, . . . .	541,035 76
Belvidere Division, . . . .	636,146 83
Philadelphia and Erie Railroad Division, . .	2,228,483 68

Total expenses, excluding rentals, etc., . \$21,094,461 31

Interest on equipment charged Leased Roads  
and Branches:

Philadelphia and Erie

R. R., . . . \$182,797 29

Belvidere Delaware

R. R., . . . 28,179 60

Branch Roads, . . . 62,638 81

\$273,615 70

Rentals paid Leased Roads and Branches:

Philadelphia and Erie

R. R., . . . \$954,616 27

Belvidere Delaware

R. R., . . . 229,043 69

Branch Roads, . . . 489,171 19

\$1,672,831 15\$1,946,446 85

Net earnings to balance, . . . . \$11,423,196 22

\$34,464,104 38

## PENNSYLVANIA RAILROAD DIVISION.

Including East Brandywine and Waynesburg Railroad, Pennsylvania and Delaware Railway, Columbia Bridge, York Branch, Mifflin and Centre County Railroad, Bedford and Bridgeport Railroad, Tyrone and Clearfield Railway, Bald Eagle Valley Railroad, Hollidaysburg Branch and Morrison's Cove Railroad, Newry Railroad, Ebensburg and Cresson Railroad, Indiana Branch, Western Pennsylvania Railroad, Southwest Pennsylvania Railway, Lewisburg, Centre and Spruce Creek Railroad, Danville, Hazleton and Wilkesbarre Railroad, Hanover and York Railroad, Littlestown Railroad, and Frederick and Pennsylvania Line Railroad.

## EARNINGS AND EXPENSES FOR THE YEAR 1875.

## EARNINGS.

From general freights, . . . . .	\$15,651,741 42	
" miscellaneous freights, . . . . .	272,534 02	
		<u>\$15,924,275 44</u>
" first-class passengers, . . . . .	3,646,673 75	
" emigrant passengers, . . . . .	125,631 96	
" Adams Express, . . . . .	350,999 09	
" carrying U. S. Mails, . . . . .	182,753 29	
" miscellaneous passengers, . . . . .	84,242 39	
		<u>4,390,300 48</u>
" rents, . . . . .		178,676 05
Total earnings, . . . . .		<u><u>\$20,493,251 97</u></u>

## EXPENSES.

For conducting transportation, . . . . .	\$4,087,493 85	
" motive power, . . . . .	3,502,130 09	
" maintenance of cars, . . . . .	1,212,835 53	
" maintenance of way, . . . . .	2,603,025 79	
" general expenses, . . . . .	388,568 10	
Total expenses, . . . . .		<u>\$11,794,053 36</u>
Rentals paid Branch Roads, . . . . .		489,171 19
Interest on equipment, etc., charged Branch Roads, . . . . .		62,638 81
Net earnings to balance, . . . . .		8,147,388 61
		<u><u>\$20,493,251 97</u></u>

## UNITED RAILROADS OF NEW JERSEY DIVISION.

(INCLUDING MERCER AND SOMERSET RAILWAY, AND EXCLUDING  
BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.)

## EARNINGS AND EXPENSES FOR THE YEAR 1875.

## EARNINGS.

From general freights, . . .	\$3,764,990 94	
“ miscellaneous freights, . . .	12,547 61	
	<u>          </u>	\$3,777,538 55
“ first-class passengers, . . .	\$4,370,929 23	
“ emigrant passengers, . . .	69,946 53	
“ express, . . .	259,346 40	
“ carrying U. S. Mails, . . .	69,745 79	
“ miscellaneous passengers, . . .	29,324 08	
	<u>          </u>	4,799,292 03
“ rents, . . .		67,093 89
		<u>          </u>
Total earnings, . . .		\$8,643,924 47

## EXPENSES.

For conducting transportation, . . .	\$2,539,236 91	
“ motive power, . . .	1,599,377 08	
“ maintenance of cars, . . .	444,412 11	
“ maintenance of way, . . .	1,223,682 94	
“ general expenses, . . .	88,032 64	
	<u>          </u>	
Total expenses, . . .		5,894,741 68
Net earnings to balance, . . .		2,749,182 79
		<u>          </u>
		<u><u>\$8,643,924 47</u></u>

## BELVIDERE DIVISION.

(INCLUDING FLEMINGTON BRANCH, AND EXCLUDING MERCER AND  
SOMERSET RAILWAY.)

## EARNINGS AND EXPENSES FOR THE YEAR 1875.

## EARNINGS.

From general freights, . . .	\$692,367 81	
“ miscellaneous freights, . . .	549 30	
		\$692,917 11
“ first-class passengers, . . .	\$185,261 59	
“ express, . . .	4,072 21	
“ carrying U. S. Mails, . . .	6,089 36	
“ miscellaneous passengers, . . .	402 50	
		195,825 66
“ rents, . . . . .		4,627 35
Total earnings, . . . . .		\$893,370 12

## EXPENSES.

For conducting transportation, . . .	\$200,908 66	
“ motive power, . . . . .	157,446 88	
“ maintenance of cars, . . . . .	86,041 39	
“ maintenance of way . . . . .	191,749 90	
Total expenses, . . . . .		636,146 83
Interest on equipment paid to Penna. Railroad Co., . .		28,179 60
Net earnings to credit of Belvidere Delaware Railroad, .		229,043 69
		<u>\$893,370 12</u>

## DELAWARE AND RARITAN CANAL.

## EARNINGS AND EXPENSES FOR THE YEAR 1875.

## EARNINGS.

From tolls on boats, . . .	\$4,827 56
" tolls on lading, . . .	655,788 69
" steam towing, . . .	397,622 04
" miscellaneous sources, .	9,422 29
	<hr/>
Total earnings, . . . . .	\$1,067,660 58
	<hr/> <hr/>

## EXPENSES.

For maintenance of canal, . .	\$130,617 79
" canal operation, . . .	87,465 40
" steam towing, . . .	322,952 57
	<hr/>
Total expenses, . . . . .	\$541,035 76
Net earnings to balance, . . . .	526,624 82
	<hr/>
	\$1,067,660 58
	<hr/> <hr/>

## PHILADELPHIA AND ERIE R. R. DIVISION.

(EXCLUDING D. H. AND W. R. R. AND L., C. AND S. C. R. R.)

## EARNINGS AND EXPENSES FOR THE YEAR 1875.

## EARNINGS.

From general freights, . . . .	\$2,698,559 83	
“ miscellaneous freights, . . . .	128,422 62	
	<hr/>	\$2,826,982 45
“ first-class passengers, . . . .	\$457,813 74	
“ emigrant passengers, . . . .	1,362 87	
“ express, . . . .	37,700 69	
“ carrying U. S. Mails, . . . .	33,084 15	
“ miscellaneous passengers, . . . .	3,590 65	
	<hr/>	533,552 10
“ rents, . . . . .		5,362 69
		<hr/>
Total earnings, . . . . .		<u><u>3,365,897 24</u></u>

## EXPENSES.

For conducting transportation, . . . .	\$671,024 50	
“ motive power, . . . .	654,690 76	
“ maintenance of cars, . . . .	177,971 48	
“ maintenance of way, . . . .	724,796 94	
Total expenses, . . . . .	<hr/>	\$2,228,483 68
Interest on equipment charged by Penna. R. R. Co.,		182,797 29
Net earnings to credit of Philadelphia and Erie Railroad, . . . . .		954,616 27
		<hr/>
		<u><u>\$3,365,897 24</u></u>

## TRANSPORTATION BALANCE SHEET FOR THE YEAR 1875.

Dr.

To amount of		
Stock on hand January 1st, 1875,		
Pennsylvania Railroad Division,	\$2,722,864	44
United Railroads of New Jersey		
Division, . . . . .	793,020	48
Philadelphia and Erie Railroad		
Division, . . . . .	422,518	20
Delaware and Raritan Canal, .	84,446	31
	<hr/>	\$4,022,849 43
 Pay rolls, Pennsylvania Railroad		
Division, . . . . .	\$7,132,504	73
Pay rolls, United Railroads of		
New Jersey Division, . . . .	3,433,908	59
Pay rolls, Philadelphia and Erie		
Railroad Division, . . . . .	1,512,022	60
Pay rolls, Delaware and Raritan		
Canal, . . . . .	283,677	66
	<hr/>	12,362,113 58
 Bills, Pennsylvania Railroad Di-		
vision, . . . . .	\$11,259,766	32
Bills, United Railroads of New		
Jersey Division, . . . . .	5,627,057	15
Bills, Philadelphia and Erie Rail-		
road Division, . . . . .	2,610,482	28
Bills, Delaware and Raritan Ca-		
nal, . . . . .	379,883	61
	<hr/>	19,877,189 36
		<hr/>
		<u>\$36,262,152 37</u>

TRANSPORTATION BALANCE SHEET—*Continued.*

Cr.

By amounts expended in the following departments: Pennsylvania Railroad Division, including Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg, Centre, and Spruce Creek Railroad, and Frederick Division:

Conducting transportation, . . .	\$4,087,493 85	
Motive power, . . . . .	3,502,130 09	
Maintenance of cars, . . . .	1,212,835 53	
Maintenance of way, . . . .	2,603,025 79	
General expenses, . . . . .	388,568 10	
	<u>                    </u>	\$11,794,053 36

On United Railroads of New Jersey Division, excluding Belvidere Delaware Railroad, and Flemington Branch:

Conducting transportation, . . .	\$2,539,236 91	
Motive power, . . . . .	1,599,377 08	
Maintenance of cars, . . . .	444,412 11	
Maintenance of way, . . . .	1,223,682 94	
General expenses, . . . . .	88,032 64	
	<u>                    </u>	5,894,741 68

On Belvidere Delaware Railroad and Flemington Branch:

Conducting transportation, . . .	\$200,908 66	
Motive power, . . . . .	157,446 88	
Maintenance of cars, . . . .	86,041 39	
Maintenance of way, . . . .	191,749 90	
	<u>                    </u>	636,146 83

On Delaware and Raritan Canal:

Maintenance of Canal, . . . .	\$130,617 79	
Canal operation, . . . . .	87,465 40	
Steam towing, . . . . .	322,952 57	
	<u>                    </u>	541,035 76

Amount carried forward, . . . . . \$18,865,977 63



TRANSPORTATION BALANCE SHEET—*Continued.*

Amount brought forward,		\$18,865,977 63
On Philadelphia and Erie Railroad Division, excluding Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg Centre and Spruce Creek Railroad :		
Conducting transportation, . . . .	\$671,024 50	
Motive power, . . . .	654,690 76	
Maintenance of cars . . . .	177,971 48	
Maintenance of way, . . . .	724,796 94	
		<u>2,228,483 68</u>
INDIVIDUALS AND COMPANIES.		
Pennsylvania Railroad Division, .	\$4,080,208 88	
United Railroads of New Jersey Division, . . . . .	705,924 60	
Delaware and Raritan Canal, .	124,738 86	
Philadelphia and Erie Railroad Division, . . . . .	578,084 12	
		<u>5,488,956 46</u>
Interest on mortgages and ground rents, Pennsylvania Railroad Division, . . . . .	\$106,756 90	
United Railroads of New Jersey Division, . . . . .	111,428 71	
		<u>218,165 61</u>
Construction and equipment, Pennsylvania Railroad Division, .	\$2,644,772 09	
Construction and Harsimus Cove account, United Railroads of New Jersey Division, . . . .	768,655 78	
		<u>3,413,427 87</u>
Rentals Leased Roads, interest on equipment, rents, transit duty, &c., . . . . .		2,449,309 39
		<u>\$32,664,320 64</u>
Amount carried forward,		

TRANSPORTATION BALANCE SHEET—*Continued.*

Amount brought forward,	\$32,664,320 64
BY STOCK ON HAND DECEMBER 31, 1875.	
On Pennsylvania Railroad Division,	\$2,072,824 89
On United Railroads of New Jersey	
Division, . . . . .	990,830 73
On Philadelphia and Erie Rail-	
road Division, . . . . .	451,943 15
On Delaware and Raritan Canal,	82,232 96
	<u>\$3,597,831 78</u>
	<u>\$36,262,152 37</u>

## PENNSYLVANIA RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.—STATEMENT No. 1.

*General Exhibit of Earnings and Expenses for the year ending December 31, including Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads, and Frederick Division.*

DR.

CR.

1875. TO AMOUNT OF EARNINGS FROM		1875. BY AMOUNT OF EXPENSES IN		Passenger.	Freight.	Totals.
Freight at Stations and Tolls on Individual Cars.....		Conducting transportation.....		\$883,499 98	\$3,203,963 87	\$4,087,463 85
Miscellaneous.....		Motive power.....		666,583 08	2,835,547 01	3,502,130 09
		Maintenance of cars.....		446,017 67	706,817 86	1,152,835 53
First class passengers.....		Maintenance of way.....		583,776 48	2,019,249 31	2,603,025 79
Emigrant passengers.....		General expenses.....		97,801 82	290,766 28	388,568 10
Express.....		Rentals paid Branch Roads.....		\$2,677,679 03	\$6,116,374 33	\$11,794,053 36
Carrying United States Mails.....		Interest on equipment, &c., charged Branch Roads by Pennsylvania Railroad Company.....				63,638 81
Miscellaneous.....		By amount of net proceeds to balance.....				8,147,388 01
Rents.....		Total.....				\$20,493,251 97
Total.....						

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.—STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, 1875, including Danville, Hazleton, and Wilkesbarre, Centre, and Spruce Creek Railroads and Frederick Division.*

MONTH.	Gross Earnings.	Working Expenses.	Net Earnings.	Rentals paid to Branch roads.	Amount charged Net Earnings, by Penn'a R. R. after deducting Co. to Branch rentals and in-roads for interest on equipment, &c. ment, &c.
January.....	\$1,420,318 22	\$807,302 91	\$613,015 31	\$22,701 36	\$190,313 95
February.....	1,342,752 90	784,183 15	558,569 84	19,163 41	539,406 43
March.....	1,624,632 66	965,887 00	658,745 66	53,635 86	602,109 70
April.....	1,730,281 97	973,581 56	756,700 41	44,799 49	711,900 92
May.....	1,581,887 94	990,596 27	591,291 67	22,729 13	568,562 55
June.....	1,865,020 59	1,094,080 17	770,940 42	46,359 92	724,580 20
July.....	1,853,738 34	1,111,942 34	721,796 00	50,041 96	661,907 67
August.....	1,736,275 72	1,093,336 61	642,939 11	29,819 64	604,272 95
September.....	2,024,893 45	1,065,472 79	959,420 66	28,918 47	895,827 43
October.....	1,881,104 21	1,031,848 99	849,255 22	51,787 17	786,019 33
November.....	1,780,897 35	931,715 71	849,181 64	32,971 66	805,497 84
December.....	1,671,508 93	821,115 86	850,393 07	83,243 13	767,039 59
Totals.....	\$20,403,251 97	\$11,794,053 36	\$8,609,198 61	\$489,171 19	\$8,147,388 61

# PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1875.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, including Danville, Hazleton, and Wilkesbarre, Centre, and Spruce Creek Railroads, and Frederick Division.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and tolls on individual cars, . . . .	\$1,060,868 50	\$1,042,186 14	\$1,277,868 18	\$1,246,174 75	\$1,170,866 80	\$1,460,080 26	\$1,364,748 13	\$1,803,362 02	\$1,538,964 66	\$1,408,217 98	\$1,823,053 58	\$1,264,253 17	\$15,651,741 48
Miscellaneous, . . . . .	43,572 00	35,778 54	12,470 40	9,161 21	14,759 96	23,039 64	41,440 11	6,219 45	2,799 77	26,585 07	30,312 91	28,371 93	272,554 08
Total freight earnings, . . . .	\$1,004,440 50	\$1,078,964 68	\$1,290,338 58	\$1,255,335 96	\$1,185,626 76	\$1,483,119 90	\$1,406,188 24	\$1,809,581 47	\$1,541,764 43	\$1,434,803 05	\$1,853,366 49	\$1,292,625 10	\$15,924,295 56
<b>PASSENGER EARNINGS.</b>													
From													
First-class passengers, . . . .	340,597 49	209,134 16	282,891 51	289,999 15	310,455 04	306,170 90	339,390 87	353,535 23	397,302 89	357,631 73	295,467 42	284,817 23	3,646,673 15
Emigrant passengers, . . . .	5,154 24	5,441 61	10,770 71	14,709 79	17,576 40	13,462 15	19,508 66	11,367 82	9,570 28	9,792 41	8,464 39	5,884 40	125,631 96
Express, . . . . .	23,537 80	19,116 51	25,963 79	27,092 60	16,506 43	27,301 17	31,338 81	29,964 61	34,800 67	44,935 48	35,981 51	35,512 32	350,999 09
United States Mails, . . . .	14,905 03	14,905 03	14,905 03	14,905 03	15,073 18	15,038 40	15,975 43	14,555 76	12,212 74	13,632 05	15,701 61	18,894 00	182,753 29
Miscellaneous, . . . . .	7,582 95	7,843 12	7,874 80	7,613 18	8,026 24	8,454 27	13,470 08	4,841 37	5,147 45	5,339 21	4,237 51	3,812 41	81,212 39
Total passenger earnings, . . . .	\$300,777 51	\$256,463 43	\$322,424 93	\$334,319 75	\$377,637 33	\$372,376 89	\$403,646 85	\$413,602 59	\$449,341 33	\$443,281 78	\$377,755 44	\$348,980 43	\$4,390,900 46
From													
Boats, . . . . .	25,100 21	10,324 85	17,449 15	18,626 26	9,623 65	8,883 50	25,908 25	19,091 66	14,074 99	18,019 88	9,770 14	9,896 33	178,676 05
Total earnings from all sources, . . . .	\$1,490,318 23	\$1,342,752 96	\$1,631,653 56	\$1,730,281 97	\$1,563,264 11	\$1,855,496 79	\$1,809,835 09	\$2,223,184 06	\$1,991,106 42	\$1,878,084 83	\$2,231,121 93	\$1,641,605 93	\$20,045,201 01

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, including Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads, and Frederick Division.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising.....	\$52,555 92	\$1,543 87	\$54,099 59
Agents.....	44,641 07	81,759 18	126,400 25
Baggage masters.....	55,096 90		55,096 90
Brakemen.....	80,817 02	754,650 84	835,467 86
Cars, cleaning and inspecting.....	67,249 77	77,061 86	144,911 63
Car furniture and fixtures.....	30,765 20	39,168 34	69,933 54
Car service.....	6,541 59	352,561 05	359,102 64
Clerks.....	36,059 66	219,746 15	255,805 81
Conductors.....	87,404 03	314,830 40	402,234 43
Dispatchers.....	18,539 14	82,071 28	100,610 42
Docks, dredging and cleaning.....		26,413 92	26,413 92
Expenses of stations, except labor.....	6,708 24	46,743 10	53,451 34
Expenses of grain elevator.....		472 25	472 25
Foreign agencies.....	79,799 20	115,147 06	194,947 16
Fuel at stations.....	9,115 29	4 24 04	13,399 33
Fuel for cars.....	16,298 47	242 80	16,541 27
Incidentals.....	18,610 26	87,332 96	105,943 16
Insurance.....	11,212 18	43,558 90	54,771 08
Labor at stations.....	20,254 69	189,991 75	210,246 44
Light at stations.....	17,923 48	15,264 39	33,187 87
Light for cars.....	14,612 52	9,379 64	23,992 16
Loss and damage, &c.....	14,592 32	45,917 16	60,509 48
Mail expenses.....	8,220 86		8,220 86
Oil, tallow, waste, &c.....	15,017 63	57,055 29	72,072 92
Stationery and printing.....	41,579 15	104,898 23	146,467 38
Stations, repairs of, &c.....	68,606 83	92,813 49	161,420 32
Superintendents.....	9,008 08	31,175 60	40,183 68
Switchmen.....	10,609 96	44,678 64	55,288 50
Tax on depots.....	6,349 52	63,678 12	70,027 64
Tax, "State".....	133 00	199 65	332 74
Teaming.....		56,308 80	56,308 80
Telegraph expenses.....	32,065 36	116,120 15	148,185 51
Tolls, Philadelphia City R. R.....		3,417 57	3,417 57
" Phil'a, Wilm'n and Balt. R. R.....		22,197 48	22,197 48
" Junction R. R.....		63,789 80	63,789 80
" Lewisburg bridge.....	1,419 31	4,140 14	5,559 45
Wharves and landings, repairs of.....		25,853 92	25,853 92
Wrecks, clearing.....	1,083 30	8,935 45	10,028 75
<b>Total.....</b>	<b>\$883,499 98</b>	<b>\$3,203,993 87</b>	<b>\$4,087,493 85</b>

Amount carried forward..... \$4,087,493 85

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$4,067,493 85
<b>MOTIVE POWER.</b>			
Coal.....	\$96,432 40	\$646,455 07	\$742,887 47
Cotton waste.....	4,598 11	18,750 04	23,348 15
Engineers and firemen.....	161,790 08	727,354 05	889,144 13
Engine houses and machine shops, repairs of.....	15,333 62	58,703 48	74,037 08
Fuel for stoves.....	3,116 33	11,492 61	14,608 94
Incidentals.....	18,606 89	51,121 03	64,727 92
Laborers.....	54,917 61	205,664 90	260,582 51
Locomotive furniture and fixtures.....	10,267 15	37,540 18	47,807 33
Locomotives, repairs of.....	299,347 76	694,990 12	994,297 88
Oil.....	10,266 85	48,121 89	58,391 24
Stationery and printing.....	4,157 37	16,071 36	20,228 73
Tallow.....	6,250 82	33,354 95	39,605 77
Taxes on engine-houses and shops.....	6,679 19	26,716 83	33,396 02
Tools and machinery, repairs of.....	14,560 58	57,423 00	71,983 58
Watchmen.....	4,322 19	16,423 39	20,745 58
Water stations and fixtures, repairs of.....	7,047 88	25,653 91	32,701 79
Water stations, expenses of.....	21,261 80	79,697 92	100,959 72
Wood, hauling and preparing.....	9,560 49	48,060 58	57,621 07
Interest on value of locomotives.....	13,102 96	31,947 22	45,050 18
<b>Total.....</b>	<b>\$666,588 08</b>	<b>\$2,835,547 01</b>	<b>\$3,502,135 09</b>
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$4,113 13	\$16,424 17	\$20,537 30
Cars, repairs, ballast, and wood.....	1,130 66	3,711 90	4,842 56
Cars, repairs of freight.....		665,855 97	665,855 97
Cars, repairs of passenger and baggage.....	409,544 62		409,544 62
Fuel for stoves.....	167 95	661 18	829 13
Incidentals.....	757 62	3,016 72	3,774 34
Laborers.....	10,519 44	41,650 74	52,170 18
Tools and repairs of tools.....	6,037 64	23,884 15	29,921 79
Watchmen.....	2,959 49	11,613 03	14,572 52
Interest on value of passenger and baggage cars.....	10,787 12		10,787 12
<b>Total.....</b>	<b>\$446,017 67</b>	<b>\$766,817 86</b>	<b>\$1,212,835 53</b>
Amount carried forward.....			\$8,802,459 47

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward .....			\$8,802,459 47
MAINTENANCE OF WAY.			
Ballast.....	\$50,983 21	\$184,678 27	235,661 48
Bridges, repairs of.....	34,178 31	88,142 97	122,321 28
Cars, repairs of road and hand.....	1,441 83	5,434 30	6,876 23
Chairs.....	24,414 96	89,012 43	114,027 39
Clerks.....	2,228 80	7,080 06	9,908 86
Cross-ties.....	81,988 30	286,758 61	377,746 91
Expenses on property.....	4,248 18	16,706 94	20,955 12
Foreman, tools, and watch-houses, repairs of.....	1,923 16	6,944 52	8,867 68
Frogs.....	9,217 85	33,404 28	42,622 23
Incidentals.....	3,339 22	11,859 34	15,198 56
Oil, tallow, waste, &c.....	312 69	1,072 45	1,385 14
Rails, iron.....	41,902 15	106,849 73	148,751 88
" steel.....	75,479 29	299,912 16	375,391 45
Road-bed, repairs of, labor and material.....	52,680 41	176,897 38	229,577 79
Snow and ice, removing.....	12,465 27	42,628 55	55,093 82
Spikes.....	6,411 73	22,635 39	29,047 12
Stationery and printing.....	1,144 27	4,246 65	5,390 92
Superintendents and supervisors.....	10,230 21	33,708 45	43,938 66
Switches.....	7,016 60	26,497 56	33,514 06
Taxes on real estate.....	6,178 73	23,887 12	30,065 85
Telegraph, repairs of.....	3,410 66	12,999 32	16,409 98
Tools and repairs.....	7,340 55	26,768 71	34,109 26
Track, labor repairing.....	115,475 35	395,150 07	510,625 42
Watchmen.....	29,724 65	105,774 05	135,498 70
Total .....	\$583,776 48	\$2,019,249 31	\$2,603,025 79

## GENERAL EXPENSES.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Advertising.....	\$5,058 64	\$20,234 62	\$25,293 26
Attendants.....	4,257 98	10,596 02	14,854 00
Clerks.....	40,796 02	84,451 30	125,247 32
Fuel and light.....	810 78	3,243 01	4,053 79
Incidentals and legal expenses.....	6,270 36	25,081 57	31,351 93
Office expenses.....	7,577 80	27,998 83	35,576 63
Salaries of president and other officers.....	29,720 00	105,920 00	135,640 00
Stationery and blanks.....	2,202 00	8,807 99	11,009 99
Taxes on real estate, Philadelphia.....	1,108 24	4,432 94	5,541 18
Total .....	\$97,801 82	\$290,766 28	\$388,568 10
Total working expenses.....			\$11,794,053 36
SUMMARY.			
Conducting transportation.....	\$883,499 98	\$3,203,993 87	\$4,087,493 85
Motive power.....	666,583 08	2,835,547 01	3,502,130 09
Maintenance of cars.....	446,017 67	766,817 86	1,212,835 53
Maintenance of way.....	583,776 48	2,019,249 31	2,603,025 79
General expenses.....	97,801 82	290,766 28	388,568 10
Total .....	\$2,677,679 03	\$9,116,374 33	\$11,794,053 36



## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (including Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads, and Frederick Division).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	4,307,635	140,047,809	32.51	396,063
Emigrant “ .....	30,187	10,076,686	333.77	28,494
Commutation “ .....	1,271,965	10,298,503	8.09	29,125
Total.....	5,609,787	160,421,998	28.59	453,682

*Summary of tons transported and tons carried one mile (including Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads, and Frederick Division).*

Tons of through freight eastward..	1,002,072	Mileage of through freight eastward.....	358,204,482
Tons of through freight westward	352,131	Mileage of through freight westward.....	125,839,368
Tons of local freight eastward.....	5,388,916	Mileage of local freight eastward.....	862,860,316
Tons of local freight westward.....	2,372,249	Mileage of local freight westward.....	132,510,310
Total tons moved.....	9,115,368	Total mileage.....	1,479,414,466

## PENNSYLVANIA RAILROAD AND BRANCHES.

## ACCOUNTING DEPARTMENT.

Statement of the Earnings and Expenses from 1858 to 1875.

YEAR.	GROSS EARNINGS.	EXPENSES, EXCLUDING RENTALS AND INTEREST ON EQUIPMENT.	RENTALS PAID BRANCHES.	INTEREST ON EQUIPMENT, &c.	TOTAL EXPENSES.	NET EARNINGS.
1858.....	\$5,185,330 68	\$3,021,885 04	.....	.....	\$3,021,885 04	\$2,163,445 64
1859.....	5,362,355 21	3,130,738 15	.....	.....	3,130,738 15	2,231,617 06
1860.....	5,932,701 48	3,630,299 08	.....	.....	3,630,299 08	2,302,402 40
1861.....	7,300,000 95	3,653,062 76	.....	.....	3,653,062 76	3,646,938 19
1862.....	10,304,290 96	6,425,765 57	.....	.....	6,431,072 59	4,873,218 37
1863.....	11,801,412 95	6,751,055 43	.....	.....	6,789,000 21	5,011,412 74
1864.....	14,759,037 66	10,623,147 66	.....	.....	10,693,944 19	4,065,113 47
1865.....	17,459,169 49	13,153,231 54	.....	.....	13,270,058 54	4,189,110 95
1866.....	16,583,882 84	12,639,510 00	.....	.....	12,760,909 27	3,792,973 57
1867.....	16,340,156 36	11,630,655 53	.....	.....	12,080,280 64	4,259,875 72
1868.....	17,223,497 31	11,630,034 67	.....	.....	11,869,983 88	5,372,513 43
1869.....	17,250,811 73	11,953,270 42	.....	.....	12,213,267 60	5,047,544 13
1870.....	17,531,706 82	11,014,150 20	.....	.....	11,269,085 15	6,271,621 67
1871.....	18,719,836 85	11,513,723 88	.....	.....	11,824,433 34	6,895,403 51
1872.....	22,012,525 27	13,288,149 35	.....	.....	13,764,673 09	8,247,852 18
1873.....	24,896,008 90	14,868,854 36	.....	.....	15,446,305 16	9,449,703 74
1874.....	22,642,371 35	12,701,518 20	.....	.....	13,245,447 07	9,396,924 28
1875.....	20,403,251 97	11,704,053 36	.....	.....	12,345,863 36	8,147,388 61
Total.....	\$271,888,308 78	\$172,731,115 20	\$3,638,574 11	\$62,638 81	176,432,328 12	\$95,456,040 66



## UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, including Mercer and Somerset Railway, and excluding Belvidere Delaware Railroad and Flemington Branch.*

MONTH.	Gross Earnings.	Expenses.	Net Earnings.
January .....	\$635,432 14	\$488,619 59	\$146,812 55
February .....	602,413 34	451,909 83	150,503 51
March .....	706,820 92	482,813 18	224,007 74
April .....	677,497 20	453,589 45	223,907 75
May .....	665,249 20	509,802 04	155,447 16
June .....	700,664 32	579,913 88	120,750 44
July .....	693,008 58	484,620 59	208,387 99
August .....	892,809 85	532,815 32	359,994 53
September .....	932,808 58	502,990 64	429,817 94
October .....	745,428 99	467,450 26	277,978 73
November .....	698,025 50	476,291 51	222,333 99
December .....	692,565 85	463,925 89	228,640 46
Totals .....	\$8,643,924 47	\$5,894,741 68	\$2,749,182 79

## UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, including Mercer and Somerset Railway, and excluding Belvidere Delaware Railroad and Flemington Branch.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and tolls on individual cars, . . .	\$74,415 70	223,144 48	307,360 30	279,478 43	344,844 75	371,100 31	383,517 02	451,540 54	463,338 86	303,304 12	305,476 93	314,473 99	2,764,990 94
Miscellaneous, . . .	290 47	151 01	1,003 06	720 98	1,260 11	840 11	1,317 36	1,534 71	484 32	1,459 61	2,475 70	760 79	11,547 61
Total freight earnings, . . .	\$74,706 17	\$233,295 49	\$308,363 36	\$280,199 41	\$346,104 86	\$371,940 42	\$384,834 38	\$453,075 25	\$463,823 18	\$304,763 73	\$307,952 63	\$315,233 78	\$3,777,538 56
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, . . .	\$24,295 36	295,417 13	343,163 50	356,518 24	367,254 86	372,422 09	389,146 02	404,630 96	421,696 49	405,990 10	387,273 68	343,199 73	4,370,929 23
Emigrant passengers, . . .	2,507 57	2,296 30	5,006 74	7,061 83	8,890 30	7,497 27	6,264 46	6,268 93	6,230 07	5,824 34	5,192 39	4,901 83	69,946 53
Express, . . .	17,503 71	17,336 33	25,124 07	21,417 46	20,846 68	22,912 24	15,423 39	17,163 43	23,259 02	21,452 63	20,916 23	21,953 99	259,346 40
United States Mail, . . .	5,379 12	5,144 19	5,144 19	5,144 19	5,622 19	5,649 25	5,751 09	6,799 20	5,371 00	5,376 96	5,376 50	5,693 41	69,745 79
Miscellaneous, . . .	1,560 12	1,426 61	7,880 77	1,606 04	2,050 44	1,842 63	2,440 28	2,303 47	2,263 14	2,151 31	1,918 35	1,876 02	29,324 08
Total passenger earnings, . . .	\$32,147 88	\$312,571 06	\$386,364 35	\$392,741 26	\$409,164 37	\$417,316 45	\$419,723 24	\$445,692 99	\$461,812 22	\$440,693 26	\$390,672 15	\$377,332 07	\$3,796,292 03
From													
Rent, . . .	8,576 09	6,546 79	8,994 21	4,670 66	9,979 97	10,347 43	6,846 96	4,032 61	7,145 13	.....	.....	.....	67,093 99
Total ear'gs from all sources, . . .	\$66,854 16	\$607,413 34	\$710,650 92	\$677,497 20	\$653,349 30	\$700,664 37	\$693,000 66	\$697,609 86	\$697,808 05	\$746,428 99	\$696,675 50	\$692,543 83	\$9,643,924 47

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, including Mercer and Somerset Railway, and excluding Belvidere Delaware Railroad and Flemington Branch.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
CONDUCTING TRANSPORTATION.			
Advertising.....	\$22,882 78	\$60 75	\$22,943 53
Agents.....	56,127 75	48,235 12	104,362 87
Baggage masters.....	39,693 76		39,693 76
Barges, manning.....		31,241 03	31,241 03
Barges, incidentals.....		13 80	13 80
Barges, repairs of.....		992 27	992 27
Brakemen.....	56,627 35	157,191 88	213,819 23
Cars, cleaning and inspecting.....	60,429 71	24,342 20	84,771 91
Car furniture and fixtures.....	14,446 25	8,068 76	22,515 01
Car service.....	3,722 57	60,184 85	63,907 42
Car floats.....		12,262 18	12,262 18
Clerks.....	31,846 47	116,766 57	148,613 04
Conductors.....	68,436 60	61,273 34	119,709 94
Dispatchers.....	13,676 09	23,209 57	36,885 66
Docks, dredging and cleaning.....		21,917 75	21,917 75
Expenses of stations, except labor.....	40,477 80	13,763 60	54,241 40
Foreign agencies.....	25,149 97	10,599 87	35,658 84
Fuel at stations.....	7,714 93	2,720 26	10,435 19
Fuel for cars.....	9,113 51	811 67	9,925 18
Incidentals.....	34,247 27	28,569 58	62,816 85
Insurance.....	19,479 13	21,442 95	40,922 08
Labor at stations.....	62,842 47	246,412 60	298,755 07
Light at stations.....	36,568 55	11,733 45	48,302 00
Light for cars.....	7,574 80	1,607 03	9,181 83
Losses and damage, &c.....	14,062 89	14,635 18	28,698 06
Mail expenses.....	1,545 67		1,545 67
Oil, tallow, waste, &c.....	16,081 05	25,096 43	41,177 48
Stationery and printing.....	44,871 95	36,086 27	80,958 22
Stations, repairs of, &c.....	121,341 42	103,065 71	224,387 13
Steamboats, fuel for.....	82,303 70	23,792 56	106,096 26
" incidentals for.....	20,654 28	9,793 79	30,448 07
" manning.....	144,270 80	9,113 05	153,383 85
" repairs of.....	76,268 75	14,635 47	90,904 22
Superintendents.....	6,985 97	7,530 53	14,516 50
Switchmen.....	29,206 02	44,572 84	73,778 86
Tax on depots.....	1,951 40	4,868 98	6,820 38
Telegraph expenses.....	49,444 73	51,417 85	100,862 58
Wharves and landings, repairs of.....	10,834 16	79,531 85	90,366 01
Wrecks, clearing.....	324 97	1,081 81	1,406 78
<b>Total.....</b>	<b>\$1,210,674 51</b>	<b>\$1,328,562 40</b>	<b>\$2,539,236 91</b>
Amount carried forward.....			\$2,539,236 91

STATEMENT NO. 4—*Continued.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Total.
Amount brought forward .....			\$2,539,236 91
<b>MOTIVE POWER.</b>			
Coal .....	\$256,484 09	\$322,377 86	\$578,861 95
Cotton waste .....	5,697 25	5,560 21	11,257 46
Engineers and firemen .....	144,386 38	163,299 73	307,686 11
Engine houses and machine shops, repairs of .....	17,397 51	17,957 91	35,355 42
Fuel for stoves .....	2,147 51	2,422 93	4,570 44
Incidentals .....	9,911 85	10,613 27	20,525 12
Laborers .....	55,237 60	60,246 35	115,483 95
Locomotive furniture and fixtures .....	12,051 39	12,704 49	24,755 88
Locomotives, repairs of .....	187,193 57	117,678 82	304,772 39
Oil .....	12,243 88	12,948 29	25,192 17
Stationery and printing .....	2,562 61	2,982 82	5,545 43
Tallow .....	7,086 57	8,306 25	15,392 82
Taxes on engine houses and shops .....	319 65	259 66	579 31
Tools and machinery, repairs of .....	9,507 01	10,332 67	19,839 68
Watchmen .....	5,264 82	6,022 04	11,286 86
Water stations and fixtures, repairs of .....	12,365 83	12,064 29	24,419 92
Water stations, expenses of .....	36,197 09	36,978 84	72,175 93
Wood, hauling and preparing .....	12,665 49	9,008 76	21,674 24
<b>Total .....</b>	<b>\$787,719 90</b>	<b>\$811,657 18</b>	<b>\$1,599,377 08</b>
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of .....	\$4,703 54	\$4,850 83	\$9,554 37
Cars, repairs, ballast and wood .....	1,278 26	1,353 39	2,631 65
Cars, repairs of freight .....		207,046 94	207,046 94
Cars, repairs of passenger and baggage .....	201,194 43		201,194 43
Fuel for stoves .....	322 50	428 15	750 65
Incidentals .....	253 62	282 57	536 19
Laborers .....	7,142 53	7,436 45	14,579 08
Tools and repairs of tools .....	2,017 25	2,164 18	4,181 43
Watchmen .....	1,833 96	2,103 41	3,937 37
<b>Total .....</b>	<b>\$218,746 09</b>	<b>\$225,686 02</b>	<b>\$444,412 11</b>
Amount carried forward .....			\$4,583,026 10

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$4,583,026 10
MAINTENANCE OF WAY.			
Ballast.....	\$7,157 21	\$7,104 63	\$14,261 84
Bridges, repairs of.....	60,199 50	56,410 14	116,609 64
Cars, repairs of road and hand.....	1,105 90	945 03	2,050 93
Chairs.....	12,501 35	12,876 24	25,377 59
Clerks.....	4,414 15	4,479 54	8,893 69
Cross-ties.....	61,839 02	61,101 83	122,940 85
Expenses on property.....	14,605 18	14,949 09	29,554 27
Foreman, tools, and watch-houses, repairs of.....	2,187 85	2,210 74	4,398 59
Frogs.....	14,719 95	15,843 32	30,563 27
Incidentals.....	1,990 19	2,405 44	4,395 63
Oil, tallow, waste, &c.....	286 58	312 93	599 51
Rails, iron.....	17,525 80	16,909 99	34,435 79
Rails, steel.....	134,660 14	137,846 19	272,506 33
Road bed, repairs of, labor and material.....	63,183 55	61,093 82	124,277 37
Snow and ice, removing.....	5,115 79	5,161 14	10,276 93
Spikes.....	6,024 42	6,799 65	11,824 07
Stationery and printing.....	880 40	1,027 96	1,908 36
Superintendents and supervisors.....	8,738 72	8,887 37	17,626 09
Switches.....	19,830 48	20,965 68	40,796 16
Taxes on real estate.....	8,543 92	10,056 92	18,600 84
Telegraph, repairs of.....	8,073 24	8,080 57	16,153 81
Tools and repairs.....	6,347 81	6,564 51	12,912 32
Track, labor repairing.....	96,746 35	94,537 90	190,284 25
Watchmen.....	56,536 67	56,448 14	112,984 81
Total.....	\$612,164 17	\$611,518 77	\$1,223,682 94

## GENERAL EXPENSES.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Advertising.....	\$663 58	\$733 48	\$1,397 06
Clerks.....	41,136 77	16,417 42	57,554 19
Fuel and light.....	103 74	114 66	218 40
Incidentals and legal expenses.....	12,076 26	13,244 02	25,320 28
Office expenses.....	1,092 47	1,307 45	2,399 92
Stationery and blanks.....	540 93	597 86	1,138 79
Total.....	\$55,613 75	\$32,418 89	\$88,032 64
Total working expenses.....			\$5,894,741 68

## SUMMARY.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Conducting transportation.....	\$1,210,674 51	\$1,329,562 40	\$2,539,236 91
Motive power.....	787,719 90	811,657 18	1,599,377 08
Maintenance of cars.....	218,746 09	225,666 02	444,412 11
Maintenance of way.....	612,164 17	611,518 77	1,223,682 94
General expenses.....	55,613 75	32,418 89	88,032 64
Totals.....	\$2,884,918 42	\$3,009,823 26	\$5,894,741 68



## UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (including Mercer and Somerset Railway, and excluding Belvidere Delaware Railroad and Flemington-Branch).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	5,375,213	124,078,785	23.08	1,394,144
Emigrant " .....	45,687	3,932,082	86.06	44,180
Commutation " .....	2,425,339	34,214,878	14.10	384,437
Total.....	7,846,239	162,225,745	20.67	1,822,761

*Summary of tons transported and tons carried one mile (including Mercer and Somerset Railway, and excluding Belvidere Delaware Railway and Flemington Branch).*

Tons of through freight eastward.....	821,333	Mileage of through freight eastward.....	72,215,496
Tons of through freight westward.....	411,816	Mileage of through freight westward.....	36,541,687
Tons of local freight eastward.....	1,628,616	Mileage of local freight eastward.....	68,742,931
Tons of local freight westward.....	396,675	Mileage of local freight westward.....	10,199,502
Total tons moved.....	3,258,440	Total mileage.....	187,699,616

## BELVIDERE DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.—STATEMENT No. 1.

*General Exhibit of Earnings and Expenses for the year ending December 31, including Flemington Branch, and excluding Mercer and Somerset Railway.*

Cr.

Dr.

1875. TO AMOUNT OF EARNINGS FROM		1875. BY AMOUNT OF EXPENSES IN		Passenger.	Freight.	Totals.
Freight at Stations and Tolls on individual cars.....		Conducting transportation.....		\$63,506 47	\$137,312 19	\$200,808 66
Miscellaneous.....		Motive power.....		45,313 85	112,133 03	157,446 88
		Maintenance of cars.....		15,379 40	70,661 90	86,041 30
		Maintenance of way.....		58,286 70	133,463 20	191,749 90
		General expenses.....				
		Interest on equipment paid Pennsylvania Railroad Company.....		\$182,576 42	\$453,570 41	\$636,146 83
						29,179 60
Rents.....		By amount of net proceeds to balance.....				229,043 69
Total.....		Total.....				\$893,370 12

## BELVIDERE DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings, by months, for the year ending December 31, including Flemington Branch, and excluding Mercer and Somerset Railway.*

MONTH.	Gross Earnings.	Expenses.	Net Earnings.	Excess of Expenses.
January.....	\$36,778 74	\$49,853 12	.....	\$11,074 38
February.....	37,034 20	41,177 01	.....	4,142 81
March.....	43,484 76	42,676 42	808 34	.....
April.....	48,467 63	55,579 57	.....	7,111 94
May.....	47,614 79	50,761 67	.....	3,146 88
June.....	39,212 82	61,797 02	.....	22,584 20
July.....	83,541 97	66,149 76	17,392 21	.....
August.....	120,824 58	47,978 30	72,846 28	.....
September.....	122,150 63	58,090 91	64,059 72	.....
October.....	112,509 90	54,548 31	57,961 59	.....
November.....	98,201 66	55,373 84	42,827 82	.....
December.....	101,548 44	52,160 90	49,387 54	.....
Totals.....	\$893,370 12	\$636,146 83	\$305,283 50	\$48,060 21
Deduct excess of expenses.....			48,060 21	.....
Earnings.....			\$257,223 29	.....
Deduct amount paid Pennsylvania Railroad Company for interest on equipment.....			28,179 60	.....
Net earnings, after deducting interest on equipment.....			\$229,043 69	.....

**BELVIDERE DIVISION.**  
**ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.—STATEMENT No. 3.**  
*Earnings in detail for the year ending December 31, including Flemington Branch, and excluding Mercer and Somerset Railway.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and tolls on individual cars, -	25,438 60	25,706 89	29,904 69	32,900 84	31,022 91	32,318 84	63,369 37	97,549 77	109,549 20	95,318 09	82,570 48	14,708 08	697,367 81
Miscellaneous, -	.....	68 24	90 38	38 43	42 82	48 66	46 68	64 34	70 60	64 55	46 84	32 84	549 30
Total freight earnings, -	\$25,438 80	\$25,775 13	\$29,994 92	\$32,939 26	\$31,065 73	\$32,367 50	\$63,436 04	\$97,613 11	\$109,619 80	\$95,382 64	\$82,617 32	\$14,740 92	\$897,917 11
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, -	12,061 40	10,009 37	12,558 77	14,511 26	14,568 49	15,397 61	20,628 11	21,734 31	18,359 77	16,061 46	14,138 12	15,722 24	185,799 91
Emigrant passengers, -	1 16	.....	.....	4 68	.....	4 42	10 49	1 36	8 46	1 94	77	3 40	31 68
Express, -	249 91	215 60	279 37	309 61	267 73	456 36	237 61	253 84	430 53	360 37	248 00	399 27	4,072 21
United States Mail, -	508 54	508 54	508 54	508 54	508 54	508 54	508 54	508 92	508 92	508 66	508 54	508 54	6,069 36
Miscellaneous, -	9 07	35 39	22 75	28 81	26 06	32 16	27 03	41 71	44 90	43 50	59 33	22 94	402 50
Total passenger earnings, -	\$12,833 08	\$10,768 99	\$13,364 43	\$15,362 80	\$15,409 82	\$16,368 69	\$20,901 76	\$22,644 14	\$19,364 00	\$16,975 95	\$15,074 76	\$16,637 49	\$195,055 66
From													
Revs., -	506 91	490 06	155 41	170 57	1,068 24	476 32	204 16	549 33	173 33	151 33	508 58	152 08	4,637 85
Total ear'gs from all sources,	\$38,778 74	\$37,054 20	\$43,484 76	\$48,467 63	\$47,614 79	\$53,921 25	\$85,541 97	\$120,254 58	\$122,150 63	\$112,509 90	\$98,301 66	\$101,548 41	\$998,370 12

## BELVIDERE DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, including Flemington Branch, and excluding Mercer and Somerset Railway.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising .....	\$2,302 42	\$5 58	\$2,308 00
Agents .....	6,053 40	8,678 19	14,731 52
Baggage masters.....	4,197 37		4,197 37
Brakemen.....	3,869 00	22,059 93	25,928 93
Cars, cleaning and inspecting.....	4,038 96	6,872 23	10,911 19
Car furniture and fixtures.....	9 11	946 23	1,927 34
Car service.....	135 39	9,425 41	9,560 80
Clerks.....	8,238 61	13,447 25	21,685 86
Conductors.....	4,618 21	9,578 72	14,196 93
Dispatchers.....	1,694 64	6,807 22	8,501 86
Expenses of stations, except labor.....	1,024 40	1,570 08	2,594 48
Foreign agencies.....	221 57	22 20	243 77
Fuel at stations.....	351 13	225 40	576 53
Fuel for cars.....	542 86	234 69	777 55
Incidentals.....	1,948 57	4,079 46	6,028 03
Insurance.....	491 54	1,140 44	1,631 98
Labor at stations.....	3,476 94	12,580 52	16,057 46
Light at stations.....	431 95	1,512 73	1,944 68
Light for cars.....	14 08		14 08
Loss and damage, &c.....	758 60	84 30	842 90
Mail expenses.....	101 00		101 00
Oil, tallow, s. ong, &c.....	82 78	408 51	491 29
Stationery and printing.....	5,317 18	9,282 18	14,599 36
Stations, repairs of, &c.....	5,698 84	962 55	14,571 39
Superintendents.....	1,726 00	976 70	5,702 70
Switchmen.....	869 06	69 41	5,478 47
Tax on depots.....	179 38	170 90	350 28
Telegraph expenses.....	4,425 97	1,072 70	14,428 67
Wrecks, clearing.....	74 71	48 66	123 37
<b>Total conducting transportation.....</b>	<b>\$63,596 47</b>	<b>\$137,312 19</b>	<b>\$200,908 66</b>
<b>Amount carried forward.....</b>			<b>\$200,908 66</b>

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward .....			\$200,908 66
<b>MOTIVE POWER.</b>			
Coal .....	\$16,106 52	\$45,106 67	61,212 19
Cotton waste .....	405 51	948 26	1,353 77
Engineers and firemen .....	9,462 38	24,938 49	34,795 87
Engine houses and machine shops, repairs of .....	736 13	1,715 27	2,451 40
Fuel for stoves .....	469 67	1,095 86	1,565 52
Incidentals .....	1,172 47	2,607 45	3,779 92
Laborers .....	2,198 38	5,029 44	7,227 82
Locomotive furniture and fixtures .....	421 31	977 35	1,398 66
Locomotives, repairs of .....	8,593 82	16,631 52	25,225 34
Oil .....	788 (n)	1,972 30	2,760 30
Stationery and printing .....	418 72	977 03	1,395 75
Tallow .....	670 67	1,675 82	2,346 69
Taxes on engine houses and machine shops .....	106 52	248 53	355 05
Tools and machinery, repairs of .....	268 29	626 03	894 32
Watchmen .....	280 23	653 54	934 07
Water stations and fixtures, repairs of .....	976 18	2,272 90	3,249 08
Water stations expenses of .....	1,451 55	3,385 72	4,837 27
Wood, hauling and preparing .....	388 30	1,235 56	1,623 86
<b>Total Motive Power .....</b>	<b>\$45,313 85</b>	<b>\$112,133 03</b>	<b>\$157,446 88</b>
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of .....	\$191 34	\$446 51	\$637 85
Cars, repairs, ballast and wood .....	6 40	14 92	21 32
Cars, repairs of freight .....		56 369 02	56,369 02
Cars, repairs of passenger and baggage .....	14,284 82		14,284 82
Fuel for stoves .....	120 65	281 51	402 16
Incidentals .....	3 36	7 83	11 19
Laborers .....	423 60	988 46	1,412 06
Tools and repairs of tools .....	251 96	587 94	839 90
Watchmen .....	97 27	227 03	324 30
Interest on valuation of freight cars .....		11,738 77	11,738 77
<b>Total Maintenance of Cars .....</b>	<b>\$15,379 40</b>	<b>\$70,661 99</b>	<b>\$86,041 39</b>
Amount carried forward .....			\$441,396 96

STATEMENT NO. 4—*Continued.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$444,396 93
MAINTENANCE OF WAY.			
Ballast.....	\$643 90	\$1,501 78	\$2,145 68
Bridges, repairs of.....	3,991 30	9,215 26	13,206 56
Cars, repairs of road and hand.....	57 47	134 12	191 59
Chairs.....	804 94	1,878 18	2,683 12
Clerks.....	586 22	1,367 82	1,954 04
Cross-ties.....	9,278 10	20,833 73	30,111 83
Expenses on property.....	224 77	524 45	749 22
Foreman and watchhouses, repairs of.....	180 91	422 14	603 05
Frogs.....	675 28	1,575 65	2,250 93
Incidentals.....	177 70	414 65	592 35
Oil, tallow, waste, &c.....	19 42	45 30	64 72
Rails, iron.....	7,439 22	17,358 16	24,797 38
Rails, steel.....	8,418 01	19,642 04	28,060 05
Road bed, repairs of, labor and material.....	2,453 07	5,622 81	7,975 88
Snow and ice, removing.....	1,122 37	2,565 21	3,687 58
Spikes.....	529 66	1,194 72	1,724 38
Stationery and printing.....	148 96	347 56	496 52
Superintendents and supervisors.....	1,389 10	3,241 27	4,630 37
Switches.....	964 33	2,250 10	3,214 43
Taxes on real estate for road.....	280 57	677 97	958 54
Telegraph, repairs of.....	1,297 98	3,028 02	4,326 00
Tools and repairs of tools.....	850 10	1,983 55	2,833 65
Track, labor repairing.....	13,122 23	29,580 26	42,702 49
Watchmen.....	3,621 09	8,167 86	11,778 94
Total Maintenance of way.....	\$58,286 70	\$133,463 20	\$191,749 90
Total expenses.....			\$636,146 83

## SUMMARY.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Conducting transportation.....	\$63,596 47	\$137,312 19	\$200,908 66
Motive power.....	45,313 85	112,133 03	157,446 88
Maintenance of cars.....	15,379 40	70,661 99	86,041 39
Maintenance of way.....	58,286 70	133,463 20	191,749 90
Totals.....	\$182,576 42	\$453,570 41	\$636,146 83

## BELVIDERE DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (including Flemington Branch, and excluding Mercer and Somerset Railway).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	354,602	6,105,155	17.21	89,914
Emigrant " .....	28	1,778	63.50	26
Commutation " .....	33,806	362,390	10.71	5,337
Total.....	388,436	6,469,323	16.65	95,277

*Summary of tons transported, and tons carried one mile (including Flemington Branch, and excluding Mercer and Somerset Railway.)*

Tons of through freight eastward	608	Mileage of through freight eastward .....	40,926
Tons of through freight westward	1,869	Mileage of through freight westward .....	127,108
Tons of local freight eastward.....	942,520	Mileage of local freight eastward .....	45,444,119
Tons of local freight westward.....	57,483	Mileage of local freight westward .....	1,545,061
Total tons moved .....	1,002,480	Total mileage.....	47,157,234



# PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.—STATEMENT No. 1.

*General Exhibit of Earnings and Expenses for the year ending December 31, excluding Danville, Hazleton, and Wilkesbarre, Dr. Cr.*

1876. TO AMOUNT OF EARNINGS FROM		1875. BY AMOUNT OF EXPENSES IN	Passenger.	Freight.	Totals.
Freight at Stations and Tolls on individual cars.....	\$2,698,559 83	Conducting transportation.....	\$157,334 34	\$513,690 16	\$671,024 50
Miscellaneous.....	128,422 02	Motive power.....	89,838 19	564,832 57	654,670 76
		Maintenance of cars.....	53,963 68	124,007 80	177,971 48
	\$2,826,982 45	Maintenance of way.....	144,950 31	579,837 63	724,786 94
First-class passengers.....	457,813 74	General expenses.....			
Emigrant passengers.....	1,362 87	Interest on equipment paid Pennsylvania Railroad Company.....	\$446,115 52	\$1,782,308 16	\$2,228,423 68
Express.....	37,700 69				182,797 29
Carrying United States Mails.....	33,084 15				
Miscellaneous.....	3,590 65				
	533,552 10				
Rents.....		By amount of net proceeds to balance.....			954,616 27
Total.....	6,362 69	Total.....			\$3,305,897 24
	\$3,305,897 24				

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31, excluding Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads.*

MONTH.	Gross Earnings.	Expenses.	Net Earnings.
January.....	\$195,606 61	\$151,818 24	\$43,788 37
February.....	183,248 71	145,994 52	37,254 19
March.....	252,285 71	168,143 02	84,142 69
April.....	277,946 90	173,832 92	104,113 98
May.....	266,125 22	201,412 48	64,712 74
June.....	287,157 56	229,449 52	57,708 04
July.....	322,837 16	202,423 92	120,413 24
August.....	333,429 61	218,346 71	115,082 90
September.....	344,047 05	195,897 18	148,149 87
October.....	336,084 07	215,769 16	120,264 91
November.....	296,787 21	194,195 19	102,542 02
December.....	270,441 43	131,200 82	139,240 61
Totals.....	\$3,365,897 24	\$2,228,483 68	\$1,137,413 56
Deduct interest charged for use of equipment, &c.....			182,797 20
Net earnings, after deducting interest on equipment.....			\$954,616 37

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1875.—STATEMENT NO. 3.

Earnings in detail for the year ending December 31st, excluding Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads.

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and sales on individual cars, . . .	\$149,292 31	\$140,865 29	\$202,386 24	\$277,741 13	\$208,425 55	\$231,569 06	\$356,886 88	\$360,440 96	\$291,635 86	\$276,958 25	\$248,501 02	\$216,920 56	\$2,689,550 58
Miscellaneous, . . .	8,570 58	7,568 12	10,603 96	4,911 78	11,509 14	10,817 43	14,521 57	16,300 41	13,075 97	11,523 84	7,889 91	11,009 56	128,422 62
Total freight earnings, . . .	\$157,862 89	\$148,433 41	\$212,990 20	\$282,652 91	\$219,934 69	\$242,386 49	\$371,408 45	\$376,741 37	\$304,711 83	\$288,482 09	\$256,390 93	\$227,930 12	\$2,817,973 20
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, . . .	\$1,013 22	\$7,714 56	\$2,412 32	\$5,492 43	\$9,255 94	\$6,229 87	\$5,976 83	\$6,802 96	\$4,963 71	\$6,961 32	\$7,238 66	\$5,120 51	\$57,513 74
Emigrant passengers, . . .	51 68	39 33	55 59	175 89	267 24	127 85	131 23	123 55	113 53	60 78	79 26	23 58	1,863 87
Express, . . .	2,055 33	2,696 94	2,109 61	2,960 18	2,539 51	3,009 46	2,069 49	2,107 65	2,573 94	2,773 99	2,184 69	2,306 43	\$7,700 69
United States Mail, . . .	3,000 85	3,000 65	3,000 85	3,000 65	3,000 85	3,000 85	3,000 85	2,415 63	2,415 63	2,123 66	2,123 66	2,000 84	\$9,764 15
Miscellaneous, . . .	312 54	618 27	228 06	269 60	271 08	216 35	206 23	207 15	260 12	247 85	290 28	275 26	3,600 65
Total passenger earnings, . . .	\$37,454 42	\$24,069 27	\$35,806 45	\$44,918 90	\$45,104 57	\$44,619 40	\$50,394 53	\$56,265 08	\$40,825 25	\$46,218 49	\$42,889 13	\$41,892 66	\$432,553 10
From													
Draws, . . .	6 00	745 33	439 06	575 09	458 66	388 87	1,044 06	523 01	.....	273 49	407 15	615 15	5,893 69
Total ear'gs from all sources, . . .	\$185,006 61	\$182,542 71	\$252,796 71	\$327,571 90	\$265,039 25	\$287,005 35	\$421,792 98	\$432,996 45	\$345,537 08	\$334,701 57	\$299,277 21	\$27,041 43	\$3,305,597 24

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, excluding Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising.....	\$4,980 17	\$10 50	\$4,990 67
Agents.....	9,548 52	17,609 40	27,157 92
Baggage masters.....	8,458 91		8,458 91
Brakemen.....	9,344 16	118,542 78	127,886 94
Cars, cleaning and inspecting.....	9,246 59	20,480 93	29,727 52
Car furniture and fixtures.....	4,425 69	5,963 28	10,388 97
Car service.....	4,255 56	49,181 07	53,436 63
Clerks.....	12,223 78	40,305 11	52,528 89
Conductors.....	8,543 18	51,952 70	60,495 88
Dispatchers.....	2,992 46	18,335 72	21,328 18
Expenses of stations, except labor.....	5,284 52	1,822 56	7,107 08
Foreign agencies.....	3,562 80	2,222 02	5,784 82
Fuel at stations.....	1,569 00	4,145 78	5,714 78
Fuel for cars.....	594 63	129 00	723 63
Incidentals.....	6,215 34	13,825 36	20,040 70
Insurance.....	3,144 36	12,577 50	15,721 86
Labor at stations.....	1,644 35	29,042 67	30,687 02
Light at stations.....	3,760 24	1,611 71	5,371 95
Light for cars.....	1,842 81	1,047 80	2,890 61
Loss and damage, &c.....	10,710 01	7,073 96	17,783 97
Mail expenses.....	1,670 48		1,670 48
Oil, tallow, waste, &c.....	3,289 12	18,166 49	21,475 61
Stationery and printing.....	5,675 82	14,931 45	20,606 77
Stations, repairs of, &c.....	19,769 23	13,714 63	33,483 86
Superintendents.....	2,108 00	8,412 36	10,515 36
Switchmen.....	1,476 66	4,675 97	6,152 63
Tax on depots.....	7 30	29 23	36 53
Telegraph expenses.....	11,001 46	43,524 55	54,526 01
Tolls, Catawissa Railroad.....	472 38	9,805 72	10,278 10
Wharves and Landings, repairs of.....		3,328 26	3,328 26
Wrecks, clearing.....	22 31	1,201 66	1,223 96
<b>Total.....</b>	<b>\$157,334</b>	<b>\$513,690 16</b>	<b>\$671,024 50</b>
<b>Amount carried forward.....</b>			<b>\$671,024 50</b>

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$671,024 50
MOTIVE POWER.			
Coal.....	\$15,056 68	\$143,866 14	158,922 82
Cotton waste.....	527 92	2,372 75	2,900 67
Engineers and firemen.....	21,955 42	133,404 64	155,360 06
Engine-houses and machine shops, repairs of.....	2,181 11	8,724 38	10,905 49
Fuel for stoves.....	538 43	2,152 71	2,692 14
Incidentals.....	2,991 33	11,965 37	14,956 70
Laborers.....	9,425 93	37,703 81	47,129 74
Locomotive furniture and fixtures.....	1,379 30	5,517 10	6,896 39
Locomotives, repairs of.....	19,550 11	149,252 97	168,803 08
Oil.....	1,147 78	6,677 80	7,825 58
Stationery and printing.....	562 36	2,249 36	2,811 72
Tallow.....	375 17	2,160 47	2,535 64
Taxes on engine-houses and shops.....	1,617 23	6,064 92	7,582 15
Tools and machinery, repairs of.....	3,556 47	14,225 90	17,782 37
Watchmen.....	1,438 26	5,753 01	7,191 26
Water stations and fixtures, repairs of.....	2,125 01	8,500 00	10,625 01
Water stations, expense of.....	3,115 53	12,462 16	15,577 69
Wood, hauling and preparing.....	2,414 16	11,770 18	14,184 34
Total.....	\$89,858 19	\$564,832 57	\$654,690 76
HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of.....	\$119 16	\$476 67	\$595 83
Cars, repairs, ballast and wood.....	341 27	1,363 03	1,704 30
Cars, repairs of freight.....		111,893 67	111,893 67
Cars, repairs of passenger and baggage.....	50,935 13		50,935 13
Fuel for stoves.....	68 38	273 52	341 90
Incidentals.....	65 02	290 03	355 05
Laborers.....	1,470 83	5,883 27	7,354 10
Tools and repairs of tools.....	460 13	1,840 56	2,300 69
Watchmen.....	503 76	2,016 06	2,518 81
Total.....	\$53,963 68	\$124,007 80	\$177,971 48
Amount carried forward.....			\$1,503,686 74

## STATEMENT NO. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Amount brought forward.....			\$1,503,686 74
<b>MAINTENANCE OF WAY.</b>			
Ballast.....	\$1,970 38	\$7,881 54	\$9,851 92
Bridges, repairs of.....	9,603 43	38,413 70	48,017 13
Cars, repairs of road and hand.....	301 60	1,246 29	1,567 89
Chairs.....	3,252 05	13,006 17	16,260 22
Clerks.....	1,002 15	4,008 63	5,010 78
Cross-ties.....	11,917 31	47,869 23	59,586 54
Expenses on property.....	2 16	8 64	10 80
Foreman, tools, and watchhouses, repairs of.....	513 79	2,055 16	2,568 95
Frogs.....	857 35	3,429 44	4,286 79
Incidentals.....	890 77	3,563 08	4,453 83
Oil tallow, waste, &c.....	267 63	1,068 06	1,335 69
Rails iron.....	14,994 34	59,977 32	74,971 66
Rails, steel.....	39,722 87	158,889 36	198,611 72
Road-bed, repairs of, labor and material.....	11,932 05	47,728 26	59,660 31
Snow and ice, removing.....	2,612 76	10,451 05	13,063 81
Spikes.....	954 60	3,818 47	4,773 07
Stationery and printing.....	171 84	687 48	859 32
Superintendents and supervisors.....	2,678 03	10,712 68	13,390 71
Switches.....	1,101 00	4,404 07	5,505 07
Taxes on real estate.....	1,328 24	5,312 88	6,641 12
Telegraph, repairs of.....	957 86	3,831 34	4,789 20
Tools and repairs.....	1,610 62	6,442 46	8,053 08
Track, labor repairing.....	26,274 93	105,099 73	131,374 66
Watchmen.....	10,042 65	40,170 62	50,213 27
<b>Total .....</b>	<b>\$144,959 31</b>	<b>\$679,837 63</b>	<b>\$724,796 94</b>
<b>Total working expenses.....</b>			<b>\$2,228,483 68</b>

## SUMMARY.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Conducting transportation.....	\$157,334 34	\$513,690 16	\$671,024 50
Motive power.....	89,858 19	564,832 57	654,690 76
Maintenance of cars.....	53,963 68	124,097 80	177,971 48
Maintenance of way.....	144,959 31	579,837 63	724,796 94
<b>Total .....</b>	<b>\$446,115 52</b>	<b>\$1,782,368 16</b>	<b>\$2,228,483 68</b>

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (excluding Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads).*

	Individual Passengers.	Miles Travelled.	Average Distance.	Equivalent Through Passengers.
First-class passengers.....	588,562	14,650,001	24.89	50,938
Emigrant " .....	778	92,321	118.66	321
Commutation " .....	23,062	375,488	16.28	1,306
Total.....	612,402	15,117,810	24.68	52,565

*Summary of tons transported, and tons carried one mile (excluding Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre, and Spruce Creek Railroads).*

Tons of through freight eastward.	348,910	Mileage of through freight eastward .....	100,486,077
Tons of through freight westward	126,682	Mileage of through freight westward .....	36,484,464
Tons of local freight eastward.....	1,224,774	Mileage of local freight eastward.....	120,923,796
Tons of local freight westward.....	696,068	Mileage of local freight westward .....	54,024,772
Total tons moved. ....	2,396,434	Total mileage.....	311,919,109

## DELAWARE AND RARITAN CANAL.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31st.*

MONTH.	Gross Earnings.	Expenses.	Net Earnings.	Excess of Expenses.
January.....	\$203 23	\$33,172 87		\$32,969 64
February.....	1,365 82	28,898 87		27,533 05
March.....	1,186 33	32,094 51		30,908 18
April.....	41,641 63	33,754 82	\$7,886 81	
May.....	72,505 45	38,058 91	34,446 54	
June.....	74,289 73	36,508 04	37,781 69	
July.....	139,377 39	47,989 01	91,388 38	
August.....	137,323 54	47,107 93	90,215 61	
September.....	147,157 09	52,052 62	95,104 47	
October.....	197,189 92	59,816 83	137,373 09	
November.....	190,313 55	78,428 56	111,884 99	
December.....	65,106 90	53,152 79	11,954 11	
Totals.....	\$1,067,660 58	\$641,035 76	\$618,035 69	\$91,410 87
Deduct excess of expenses.....			91,410 87	
Net earnings.....			\$526,624 82	



## DELAWARE AND RARITAN CANAL.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31.*

MAINTENANCE OF CANAL.		CANAL OPERATION.	
Boats and flats, repairs of.....	\$4,926 12	Barges.....	\$7,829 89
Bridges.....	14,628 00	Boats—Lobigh.....	906 52
Canal bed and banks.....	18,964 25	Bridge tenders.....	11,212 00
Clerks.....	1,282 50	Collectors and weighmasters.....	9,675 01
Culverts.....	1,365 30	Clerks.....	1,282 50
Dams.....	1,182 65	Ferries, labor at.....	1,627 10
Dredging and dredge repairs.....	8,606 88	Fuel and light.....	6,626 82
Fencing.....	3,273 92	Incidentals.....	29 21
Ferries, expenses of.....	191 55	Legal expenses and damages.....	3,270 54
Horses and horse keep.....	3,448 47	Lock keepers and lock engineers	29,393 98
Houses and repair shops.....	6,618 00	Office expenses, rents & furnit'e	823 14
Incidentals.....	177 98	Schooners.....	4,389 11
Locks and lock engines.....	23,335 18	Stationery and printing.....	680 65
Office expenses, rents, furniture.	602 15	Superintendence.....	6,854 91
Slope and vertical walls.....	13,175 78	Telegraph expenses.....	1,133 68
Stationery and printing.....	489 65	Wrecking and policing.....	1,632 35
Superintendence & Engineering.	4,543 30		
Taxes on real estate.....	1,064 14	Total canal operation.....	\$37,465 40
Telegraph, repairs of.....	671 91		
Tools and tool repairs.....	3,790 51		
Waste wires and sluices.....	4,845 46		
Watchmen.....	5,077 32		
Wharves.....	8,406 79		
Total maintenance of canal.....	\$130,617 79		
STEAM TOWING ACCOUNT.		RECAPITULATION.	
Tugs—cordage for.....	\$3,660 95	Maintenance of canal.....	\$130,617 79
“ charter of.....	1,430 00	Canal operation.....	37,465 40
“ damage by.....	3,649 86	Steam towing account.....	322,952 57
“ incidentals f-r.....	4,641 06	Total canal expenses.....	\$541,035 76
“ fuel for.....	66,615 39		
“ manning of.....	66,236 97		
“ repairs of.....	67,252 25		
“ oil, waste, and tallow for..	2,990 19		
“ superin/endnc' of ... ..	8,694 17		
“ wharfage, & port exp's of	8,694 64		
Towing by contract.....	97,530 22		
Repairs of Hoboken shop.....	3,777 88		
Total steam towing account.....	\$322,952 57		

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1875.

## STATEMENT No. 6.

*Showing average cost per 100 miles run for locomotive engine service for the year ending December 31.*

## EXPENSES OF ENGINES—Average cost per 100 miles.

DIVISIONS.	CLASS.	Repairs.	Fuel.	Stores.	Total.
PENNSYLVANIA RAILROAD DIVISION.					
Philadelphia Division.....	{ Passenger Engines.....	\$5 18	\$3 13	72	\$9 03
	{ Distributing " .....	1 18	2 73	66	4 59
	{ Freight " .....	4 49	5 51	89	10 89
Middle Division.....	{ Passenger Engines.....	4 35	2 80	56	7 70
	{ Distributing " .....	1 04	3 70	61	5 95
	{ Freight " .....	5 16	5 66	67	11 49
Lewistown Division.....	{ Passenger Engines.....	2 07	3 26	55	5 88
	{ Distributing " .....	74	4 48	87	6 09
	{ Freight " .....	2 15	3 17	55	5 87
Bedford Division.....	{ Passenger Engines.....	2 46	2 56	37	5 39
	{ Distributing " .....	79	4 46	36	5 61
	{ Freight " .....	6 24	4 60	52	11 36
Tyrone Division.....	{ Passenger Engines.....	6 82	3 44	43	10 69
	{ Distributing " .....	3 08	4 02	51	7 61
	{ Freight " .....	7 29	7 65	66	15 60
West Penn'a Division. ....	{ Passenger Engines.....	2 60	2 84	35	5 79
	{ Distributing " .....	1 35	4 17	41	5 93
	{ Freight " .....	6 30	4 93	45	11 68
Pittsburgh Division.....	{ Passenger Engines.....	10 34	3 40	77	14 51
	{ Distributing " .....	1 57	3 50	70	5 77
	{ Freight " .....	7 86	5 96	94	14 76
UNITED RAILROADS OF NEW JERSEY DIVISION.					
New York Division.....	{ Passenger Engines.....	9 15	12 58	1 18	22 91
	{ Distributing " .....	2 08	9 89	1 14	13 11
	{ Freight " .....	5 51	16 90	1 30	23 71
Amboy Division.....	{ Passenger Engines.....	5 43	9 39	83	15 65
	{ Distributing " .....	1 67	7 90	82	10 39
	{ Freight " .....	6 06	11 99	1 04	19 09
Belvidere Division.....	{ Passenger Engines.....	4 71	9 57	1 09	15 37
	{ Distributing " .....	70	7 20	82	8 72
	{ Freight " .....	5 01	13 63	1 39	20 03
PHILADELPHIA AND ERIE DIVISION.					
Eastern Division.....	{ Passenger Engines.....	2 82	3 60	48	6 90
	{ Distributing " .....	6 43	7 60	54	14 57
	{ Freight " .....	2 91	5 67	79	9 37
Middle Division.....	{ Passenger Engines.....	6 28	3 55	38	10 21
	{ Distributing " .....	4 15	6 42	55	11 12
	{ Freight " .....	8 50	7 90	61	17 01
Western Division.....	{ Passenger Engines.....	4 60	4 05	43	9 08
	{ Distributing " .....	2 49	5 87	54	8 90
	{ Freight " .....	8 97	8 81	56	18 34

## CONDITION OF LOCOMOTIVES.

	Penna. R. R. Division.	U. R. R. of N. J. Division.	Phila. & Erie Division.	Total.
In service in good working order.....	446	135	69	650
In service requiring repairs.....	97	63	43	203
In shop under general repairs.....	54	31	29	114
In shop under slight repairs.....	29	36	5	70
In shop rebuilding.....	22	2	1	25
In shop for renewal.....			7	7
Leased Frederick Division.....	7			7
Total number of engines.....	655	267	154	1,076

## GREATEST MILEAGE WITH FREIGHT TRAINS.

DIVISIONS.	Number of Engines.	MILEAGE.
Pennsylvania Railroad.....	521	39,140
United Railroads of New Jersey.....	638	31,514
Philadelphia and Erie Railroad.....	1,020	35,433

## GENERAL AVERAGE MILEAGE WITH FREIGHT TRAINS.

DIVISIONS.	MILEAGE.
Pennsylvania Railroad.....	23,014
United Railroads of New Jersey.....	18,762
Philadelphia and Erie Railroads.....	20,665

## GREATEST MILEAGE WITH PASSENGER TRAINS.

DIVISIONS.	No. of Engines.	Mileage.
Pennsylvania Railroad.....	193	48,312
United Railroads of New Jersey.....	914	58,344
Philadelphia and Erie Railroad.....	1,002	37,463

## GENERAL AVERAGE MILEAGE WITH PASSENGER TRAINS.

DIVISIONS.	Mileage.
Pennsylvania Railroad.....	27,037
United Railroads of New Jersey.....	22,305
Philadelphia and Erie Railroad.....	22,837

## MILEAGE OF LOCOMOTIVES.

DIVISIONS.	Passenger.	Freight.	Distributing.	Total.
Pennsylvania Railroad, 1875.....	3,190,308	11,599,022	476,738	15,266,068
Pennsylvania Railroad, 1874.....				14,644,822
Increase.....				621,246
United Railroads of New Jersey, 1875.....	2,453,508	2,345,193	209,899	5,068,600
United Railroads of New Jersey, 1874.....				5,202,476
Decrease.....				193,876
Philadelphia and Erie Railroad, 1875.....	456,749	1,869,846	100,816	2,417,410
Philadelphia and Erie Railroad, 1874.....				2,516,685
Decrease.....				98,275
Entire Line, 1875.....	6,100,565	15,804,061	787,452	22,692,078
Entire Line, 1874.....				22,362,983
Increase.....				329,095

## COST OF REPAIRS, FUEL, AND STORES.

DIVISIONS.	Repairs.	Fuel.	Stores.	Total.
Pennsylvania R. R., 1875...	\$893,993 99	\$781,619 48	\$120,177 22	\$1,795,790 69
Pennsylvania R. R., 1874...	776,339 19	932,298 55	111,817 19	1,820,454 93
Increase.....	\$117 654 80		\$8,360 03	
Decrease.....		\$150,679 07		\$24,664 24
United R. R. of N. J., 1875...	\$329,997 73	\$663,372 24	\$58,345 21	\$1,051,715 18
United R. R. of N. J., 1874...	271,092 93	734,053 61	59,108 51	1,064,255 05
Increase.....	\$58,904 80			
Decrease.....		\$70,681 37	\$763 30	\$12,539 87
Philada. & Erie R. R., 1875...	\$168,803 08	\$173,107 16	\$13,261 89	\$355,172 13
Philada. & Erie R. R., 1874...	162,146 81	197,509 37	14,796 72	374,452 90
Increase.....	\$6,656 27			
Decrease.....		\$24,402 21	\$1,534 83	\$19,280 77
Entire line, 1875.....	\$1,392,794 80	\$1,618,098 88	\$191,784 32	\$3,202,678 00
Entire line, 1874.....	1,209,578 93	1,863,861 53	185,722 42	3,259,162 88
Increase.....	\$183,215 87		\$6,061 90	
Decrease.....		\$245,762 65		\$56,484 88

## COST OF REPAIRS, FUEL, AND STORES, PER 100 MILES RUN.

DIVISION.	Repairs.	Fuel.	Stores.	Total.
Pennsylvania Railroad, 1875.....	5.86	5.11	.79	11.76
Pennsylvania Railroad, 1874.....	5.30	6.37	.76	12.43
Increase.....	.56		.03	
Decrease.....		1.26		.67
United Railroads of New Jersey, 1875.....	6.59	13.24	1.17	21.00
United Railroads of New Jersey, 1874.....	5.21	14.11	1.14	20.46
Increase.....	1.38		.03	.54
Decrease.....		.87		
Philadelphia and Erie Railroad, 1875.....	6.98	7.16	.55	14.69
Philadelphia and Erie Railroad, 1874.....	6.44	7.85	.59	14.88
Increase.....	.54			
Decrease.....		.69	.04	.19
Entire Line, 1875.....	6.14	7.13	.84	14.11
Entire Line, 1874.....	5.41	8.33	.83	14.57
Increase.....	.73		.01	
Decrease.....		1.20		.46

## GENERAL AVERAGE CONSUMPTION OF FUEL AND STORES.

DIVISIONS.	Pounds coal to one mile.	Quarts oil to one hundred miles.	Pounds waste to one hundred miles.	Pounds tallow to one hundred miles.
Pennsylvania R. R., 1875...	71.9	3.2	1.7	2.8
Pennsylvania R. R., 1874...	72.1	3.1	1.7	2.7
Increase.....		0.1		0.1
Decrease.....	0.2			
United R. R. of N. J., 1875..	58.1	4.3*	2.9	3.6
United R. R. of N. J., 1874..	57.7	4.2	2.9	3.5
Increase.....	0.4	0.1		0.1
Decrease.....				
Phllada. & Erie R. R., 1875..	88.9	2.7	1.4	1.3
Phllada. & Erie R. R., 1874..	86.2	2.7	1.5	2.2
Increase.....	2.7			
Decrease.....			0.1	0.9

COST OF REPAIRS PER MILE RUN PENNSYLVANIA RAILROAD  
DIVISION.

YEAR.	Cost per mile run.
1868.....	12.8 cents.
1869.....	11. "
1870.....	9.13 "
1871.....	6.81 "
1872.....	8.16 "
1873.....	4.91 "
1874.....	5.30 "
1875.....	5.86 "

## WORK DONE ON LOCOMOTIVES AT THE MACHINE SHOPS IN 1875.

	Penna. R. R. Div.	U. R. R. of N. J. Div.	P. & E. R. R. Div.	Total.
Locomotives built entirely new.....	43		4	47
“ had general repairs.....	251	74	64	389
“ had slight repairs.....	1,996	1,104	27	3,127
“ had new steel fire boxes.....	43		4	47
“ had new steel fire boxes (renewals).....	23	2	3	28
“ had half new steel fire boxes (renewals).....		1		1
“ had half new iron fire boxes (renewals).....		3		3
“ had new iron fire boxes (renewals).....		3		3
“ had new steel boilers.....	43		4	47
“ had new steel boilers (renewals).....	3			3
“ had new iron boilers (renewals).....	1			1

## WHEELS AND AXLES USED.

DIVISIONS.	AXLES.			Wheels
	Iron.	Steel.	Total.	
Pennsylvania Railroad.....	3 824	2 164	5,988	26,210
United Railroads of New Jersey.....	363	623	976	7,375
Philadelphia and Erie Railroad .....	404	270	674	3,234
<b>Totals, 1875.....</b>	<b>4,581</b>	<b>3,057</b>	<b>7,638</b>	<b>36,819</b>
<b>Totals, 1874.....</b>	<b>6,263</b>	<b>2,612</b>	<b>8,875</b>	<b>39,030</b>

## TIRES USED.

	Penna. R. R. Div.	U. R. R. of N. J. Div.	P. & E. R. R. Div.	Total.
Steel for new locomotives.....	294		18	312
Steel for renewals.....	296	22	76	394
Chilled for new locomotives.....			6	6
Chilled for renewals.....	173	18	23	214
<b>Totals, 1875.....</b>	<b>763</b>	<b>40</b>	<b>123</b>	<b>926</b>
<b>Totals, 1874.....</b>	<b>485</b>	<b>26</b>	<b>62</b>	<b>573</b>



## PENNSYLVANIA RAILROAD DIVISION.

Comparative Statement showing average number of Passenger Cars hauled per engine mile, and number of pounds Coal consumed per Passenger Car per mile during each month of 1874 and 1875.

DIVISION.	Year.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Entire Year.	
		Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal
Philadelphia.....	1874..	5.6	10.0	5.1	11.2	5.6	9.5	6.2	8.7	6.8	7.4	5.9	8.4	6.0	8.0	5.9	8.4	6.0	8.5	6.0	8.6	5.4	9.7	5.7	9.3	5.9	8.8
Philadelphia.....	1875..	5.4	9.6	5.2	9.2	5.3	9.8	5.5	8.2	5.6	7.4	5.5	7.3	5.4	7.6	5.8	7.3	5.9	7.6	5.3	8.3	5.5	7.9	5.9	7.6	5.5	8.1
Middle.....	1874..	6.7	6.7	7.1	6.4	7.1	6.6	7.6	6.1	7.6	5.3	7.4	5.2	7.1	5.2	6.8	5.7	7.5	5.9	7.3	6.1	6.4	7.0	6.9	6.7	7.1	6.1
Middle.....	1875..	6.4	7.0	5.9	7.4	6.1	7.5	6.6	6.2	6.8	5.6	7.1	5.2	6.8	5.1	7.4	5.6	7.5	6.0	6.8	6.0	6.8	6.1	6.0	6.4	6.7	6.1
Pittsburgh.....	1874..	5.3	10.8	5.2	11.4	5.4	12.7	5.5	10.9	5.7	8.9	5.5	9.3	5.8	8.4	5.6	9.0	5.7	9.2	5.6	9.4	5.2	10.4	5.4	10.1	5.5	10.0
Pittsburgh.....	1875..	5.1	10.6	4.6	11.6	4.9	10.7	5.4	9.3	5.5	8.9	5.3	8.7	5.2	8.5	5.5	8.1	5.5	8.5	5.4	9.1	5.2	9.5	5.3	9.2	5.2	9.4
Tyrone.....	1874..	3.0	16.3	3.1	21.4	3.4	18.6	3.5	18.7	3.1	19.1	3.1	16.7	3.0	15.1	3.0	17.4	3.0	17.3	2.0	15.1	2.9	19.1	2.9	19.2	3.1	17.5
Tyrone.....	1875..	3.0	18.0	2.9	18.1	2.9	18.5	3.2	16.4	3.1	13.8	3.0	13.5	3.3	12.7	3.3	13.4	3.1	16.8	2.9	16.7	2.8	15.8	2.8	16.4	3.0	15.7
West Penn'a.....	1874..	3.1	15.0	2.9	15.9	3.1	14.1	2.7	15.7	2.8	14.9	3.1	12.0	3.2	12.7	3.3	12.6	3.3	12.7	3.4	13.7	2.8	14.5	3.0	14.5	3.1	13.8
West Penn'a.....	1875..	3.0	14.6	2.7	16.0	2.8	14.7	2.9	14.6	3.0	12.0	3.0	12.0	3.3	11.7	3.2	11.8	3.1	12.5	3.2	12.3	2.9	13.0	3.0	13.7	3.0	13.3
Lewistown.....	1874..	2.4	10.5	2.7	12.2	2.6	14.2	2.3	14.7	2.2	14.0	2.2	13.2	2.3	12.4	2.3	13.0	1.9	15.2	2.2	12.6	1.7	15.4	1.6	16.6	2.2	13.9
Lewistown.....	1875..	1.5	32.5	1.9	32.2	1.2	28.9	1.3	28.2	1.2	31.7	1.5	19.8	1.3	31.1	1.3	35.3	1.2	35.2	1.8	27.8	2.4	22.9	1.6	30.5	1.5	24.7
Bedford.....	1874..	1.8	16.1	1.6	17.4	2.3	11.9	1.7	14.2	1.9	16.9	2.1	15.8	2.0	15.7	2.4	9.8	1.9	12.1	1.6	12.9	1.5	15.0	1.4	13.4	1.8	14.4
Bedford.....	1875..	2.2	14.5	2.1	16.7	2.1	12.3	2.0	11.0	2.7	9.9	1.2	34.5	2.1	17.9	1.9	24.0	2.0	14.3	3.1	12.2	1.9	22.9	2.0	18.0	2.0	17.2
Total P. R. R.....	1874..	5.3	9.9	5.7	9.4	5.5	10.1	5.7	9.3	6.0	7.9	5.6	8.2	5.6	7.9	5.5	8.4	5.7	8.5	5.6	8.7	5.1	9.7	5.3	9.5	5.3	9.0
Total P. R. R.....	1875..	5.1	9.7	4.8	10.1	4.9	10.1	5.3	8.6	5.4	7.9	5.3	7.8	5.2	7.8	5.6	7.6	5.7	7.9	5.3	8.5	5.3	8.4	5.7	8.5	5.3	8.5

## PENNSYLVANIA RAILROAD DIVISION.

*Comparative Statement showing average number of Freight Cars hauled per engine mile, and number of pounds Coal consumed per Freight Car per mile during each month of 1874 and 1875.*

DIVISION.	Year.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Entire year.	
		Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal
Philadelphia.....	1874..	19.6	4.6	19.1	4.7	20.9	4.5	21.3	4.3	21.8	3.9	21.5	3.4	21.9	3.5	21.3	3.7	21.6	4.0	21.9	4.1	21.4	4.3	20.3	4.5	21.1	4.1
Philadelphia.....	1875..	19.5	4.8	18.7	5.0	20.0	4.8	21.9	4.3	22.0	3.9	21.9	3.8	21.7	4.0	22.5	4.0	22.0	4.0	22.5	4.2	21.0	4.4	20.1	4.7	21.3	4.3
Middle.....	1874..	28.0	3.4	26.3	3.7	29.4	3.5	32.4	3.2	31.1	2.8	31.8	2.2	32.6	2.2	32.2	2.0	30.8	2.2	31.9	2.6	31.6	2.7	28.7	3.1	30.6	2.8
Middle.....	1875..	29.1	3.5	26.7	3.6	27.2	3.4	32.9	2.8	33.6	2.5	35.7	2.3	35.1	2.3	35.7	2.3	35.0	2.1	33.9	2.7	33.9	2.8	33.0	3.0	32.6	2.7
Pittsburgh.....	1874..	14.4	7.0	14.1	7.2	16.2	6.3	17.2	5.9	17.0	5.2	16.9	5.0	16.9	4.8	17.2	4.8	17.2	5.0	16.8	5.3	16.6	5.6	15.6	6.1	16.3	5.7
Pittsburgh.....	1875..	15.3	6.3	14.3	6.8	15.3	6.2	16.5	6.7	16.8	5.4	16.5	5.0	16.5	4.8	16.8	4.8	16.8	5.1	16.2	5.4	16.0	5.6	15.5	5.8	16.0	5.5
Tyrone.....	1874..	8.4	10.8	8.9	12.4	8.9	11.3	9.3	11.7	9.7	10.3	9.9	11.3	9.8	10.4	10.2	10.3	9.9	9.9	10.5	10.2	10.6	11.6	9.9	11.1	9.7	10.9
Tyrone.....	1875..	9.2	11.9	8.8	13.3	8.3	13.3	8.8	10.3	9.6	11.3	9.7	11.3	9.6	11.0	9.5	11.1	9.5	11.6	9.4	11.3	9.3	12.9	9.2	12.4	9.2	11.8
West Penn'a.....	1874..	8.3	8.7	9.7	7.2	11.2	6.4	11.7	6.3	11.9	5.6	13.5	4.3	13.0	4.9	13.4	5.1	12.4	5.1	11.6	5.3	12.3	5.5	10.3	6.7	11.5	5.9
West Penn'a.....	1875..	10.8	7.0	9.8	7.6	12.0	6.0	13.5	6.2	13.2	5.0	13.9	4.6	12.8	5.1	12.5	6.3	13.2	4.9	13.6	4.7	13.2	6.1	13.1	5.1	12.8	5.3
Lewistown.....	1874..	9.0	7.0	8.9	6.7	11.5	6.1	10.8	6.6	11.7	6.9	10.7	6.1	9.3	6.4	11.6	4.7	12.4	4.6	12.6	4.7	12.9	4.3	10.8	4.3	11.4	5.2
Lewistown.....	1875..	4.1	10.8	3.7	17.3	6.3	8.2	5.9	7.1	5.6	6.8	4.4	8.5	4.5	8.5	5.6	11.8	4.8	9.5	5.6	5.6	6.9	8.5	10.8	4.5	7.2	6.6
Bedford.....	1874..	9.1	5.4	11.1	4.3	10.7	4.4	7.1	6.1	7.0	6.6	7.3	6.4	7.2	6.1	8.3	5.7	6.2	9.3	6.2	7.9	7.9	7.2	8.4	8.5	5.7	
Bedford.....	1875..	9.5	6.1	10.9	4.4	11.7	4.6	12.2	5.4	13.3	3.6	13.0	5.6	12.8	5.1	14.8	4.1	12.0	5.8	12.1	5.6	12.9	6.2	13.8	7.1	12.3	5.9
Total P. R. R. 1874..		19.0	5.0	18.6	5.2	20.6	4.8	21.8	4.4	21.7	4.0	21.8	3.5	22.2	3.4	23.0	3.5	21.7	3.7	22.0	4.0	21.7	4.2	20.3	4.5	21.1	4.3
Total P. R. R. 1875..		19.9	4.8	18.7	5.1	19.6	4.8	23.0	4.2	22.4	3.8	22.6	3.7	22.4	3.7	22.8	3.7	22.6	3.9	22.3	4.1	21.6	4.3	21.0	4.5	21.5	4.3

## UNITED RAILROADS OF NEW JERSEY DIVISION.

*Comparative Statement showing average number of Passenger Cars hauled per engine mile, and number of pounds Coal consumed per Passenger Car per mile during each month of 1874 and 1875.*

DIVISIONS.	Year.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Entire Year.	
		Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal
New York.....	1874..	5.6	10.4	5.6	10.6	5.3	11.4	5.9	10.4	5.9	10.3	5.8	10.8	5.8	10.4	6.1	9.8	5.9	9.9	5.9	10.3	5.8	10.7	5.7	11.2	5.8	10.4
New York.....	1875..	5.5	12.1	5.4	12.2	5.4	11.6	5.5	11.0	5.6	11.1	5.6	9.3	5.6	9.5	5.6	9.7	5.8	9.5	5.8	9.8	5.9	10.3	5.6	10.4	5.6	10.5
Amboy.....	1874..	2.5	17.4	2.4	17.3	2.6	15.0	2.6	14.9	2.5	15.5	2.8	15.2	3.1	13.0	3.1	12.5	2.8	13.9	2.7	14.0	2.7	15.1	2.7	14.7	2.7	14.9
Amboy.....	1875..	2.5	17.5	2.4	18.7	2.3	18.8	1.8	21.8	2.5	15.5	2.7	13.7	2.0	13.6	3.0	14.0	2.8	14.3	2.8	13.6	2.7	14.5	2.6	15.1	2.6	15.5
Belvidere.....	1874..	3.4	12.4	3.2	14.0	3.1	15.2	3.5	10.3	3.7	10.0	4.0	10.1	3.6	11.4	4.3	9.7	3.3	12.3	4.0	9.6	3.9	10.4	3.9	11.3	3.7	11.2
Belvidere.....	1875..	3.9	11.2	3.8	13.0	3.8	12.7	3.9	11.8	3.8	11.7	3.5	11.7	3.9	11.1	4.2	10.0	4.0	10.0	4.1	9.9	3.9	9.5	4.0	10.3	3.9	11.0
Total.....	1874..	4.5	11.6	4.5	11.8	4.3	12.4	4.7	11.1	4.7	11.1	4.8	11.4	4.9	10.8	5.1	10.2	4.8	10.8	5.0	10.6	4.9	11.2	4.8	11.6	4.8	11.1
Total.....	1875..	4.7	12.5	4.5	13.2	4.5	12.6	4.5	12.0	4.7	11.7	4.7	10.0	4.7	10.4	4.8	10.4	4.9	10.2	4.9	10.2	4.8	10.8	4.7	11.0	4.7	11.2

## UNITED RAILROADS OF NEW JERSEY DIVISION.

*Comparative Statement, showing average number of Freight Cars hauled per engine mile, and number of pounds Coal consumed per Freight Car per mile, during each month of 1874 and 1875.*

DIVISIONS.	Year.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Entire Year.	
		Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal	Cars	Coal
New York.....	1874..	20.4	4.3	20.0	4.6	21.7	4.0	22.1	4.2	21.7	3.6	23.8	3.9	24.0	3.9	22.5	3.6	24.9	3.6	23.9	3.7	23.4	4.1	22.8	4.4	22.4	4.0
New York.....	1875..	21.6	4.6	21.7	4.8	23.5	4.5	23.7	4.1	23.8	3.3	24.8	3.3	23.5	3.1	23.6	3.2	24.3	3.5	24.8	3.3	24.6	3.7	24.2	4.0	23.7	3.8
Amboy .....	1874..	23.1	3.1	19.9	3.6	23.7	2.9	28.1	2.6	29.2	2.4	19.8	3.4	18.2	3.4	16.1	3.4	19.3	3.3	20.8	3.3	14.1	4.2	15.0	4.0	21.1	3.1
Amboy .....	1875..	12.6	6.8	11.2	6.2	12.4	6.8	10.5	6.2	10.4	5.2	9.4	6.0	13.8	4.1	14.7	3.9	14.8	3.7	10.0	6.4	8.5	6.4	11.0	4.9	11.7	5.2
Belvidere.....	1874..	41.1	2.1	39.3	2.0	48.2	1.6	46.9	1.7	52.6	1.5	28.5	2.5	32.1	2.4	33.1	2.2	32.9	2.2	33.5	2.3	32.5	2.6	31.3	2.8	38.1	2.1
Belvidere.....	1875..	19.3	3.8	17.5	4.4	15.7	4.4	15.2	3.7	17.8	3.4	13.9	3.9	27.3	2.3	34.6	2.3	34.0	2.4	34.2	2.8	29.6	2.9	27.1	3.2	27.2	2.8
Total.....	1874	24.3	3.4	22.8	3.8	27.0	3.0	27.9	3.1	29.0	2.6	23.9	3.5	24.2	3.5	23.0	3.2	25.3	3.2	25.3	3.3	23.8	3.7	23.0	4.0	25.0	3.3
Total.....	1875..	20.2	4.7	19.9	4.8	20.9	4.7	20.4	4.3	21.1	3.5	21.6	3.5	23.0	3.0	25.2	3.0	25.4	3.1	25.4	3.2	21.0	3.4	23.0	3.8	22.8	3.6

**COMPARATIVE STATEMENT SHOWING AVERAGE POUNDS COAL  
PER FREIGHT CAR PER MILE, AND AVERAGE NUMBER TONS  
PER CAR.**

DIVISION.	Average number pounds coal per car per mile.		Percentage of.		Average number tons per car.		Percentage of.	
	1874.	1875.	Inc.	Dec.	1874.	1875.	Inc.	Dec.
Philadelphia.....	4.1	4.3	4.9	.....	9.611	10 124	5.4	.....
Middle.....	2.8	2.7	.....	3.6	9.569	9.900	3.5	.....
Pittsburgh.....	5.7	5.5	.....	3.5	9.395	9.359	.....	.4
Entire P. R. R.....	4.2	4.2	.....	.....	9.569	9.910	3.6	.....
U. R. R. of N. J.....	3.3	3.6	9.1	.....	8.238	8.904	8.1	.....
P. and E. R. R.....	4.4	4.4	.....	.....	9.267	9.689	4.5	.....

**MILEAGE OF PASSENGER EQUIPMENT.**

DIVISIONS.	Passenger.	Emigrant.	Baggage.	Mail.	Express.	Total.
Philadelphia.....	2,113,917	321,585	725,855	101,650	473,212	3,736,219
Middle.....	1,421,606	253,948	593,457	128,390	561,150	2,958,551
Pittsburgh.....	2,220,211	207,668	647,664	112,526	499,553	3,687,622
Lewistown .....	47,260	.....	.....	.....	.....	47,260
Bedford.....	54,770	.....	8,623	.....	.....	63,393
Tyrone.....	301,944	16,355	150,543	.....	.....	468,842
West Penna.....	595,286	1,023	96,724	.....	.....	693,033
Frederick .....	128,185	4,814	11,606	.....	148	144 752
Total, 1875.....	6,883,179	805,393	2,234,471	342,566	1,534,063	11,799,672
Total, 1874 .....	6,481,474	900,920	2,103,108	223,422	1,683,577	11,452,561
Increase.....	401,705	.....	131,363	19,144	.....	347,171
Decrease.....	.....	155,527	.....	.....	149,514	.....
Percentage.....	6.20	16.19	6.25	8.56	8.88	3.03

# REPORT OF THE GENERAL MANAGER.

**Office of the General Manager,**  
*Philadelphia, February 28, 1876.*

To the President and Board of Directors  
of the Pennsylvania Railroad Company.

GENTLEMEN:—The following report, giving the result of the operation of the Lines owned and leased by the Pennsylvania Railroad Company during the year 1875, is respectfully forwarded for your information.

## PENNSYLVANIA RAILROAD DIVISION.

The earnings from all sources of the Pennsylvania Railroad Division, comprising the Main Line from Philadelphia to Pittsburgh, including the Branches connected therewith, for the year 1875, were as follows:

From freight,	-	-	-	-	\$15,651,741	42
“ passengers,	-	-	-	-	3,772,305	71
“ express,	-	-	-	-	350,999	09
“ mails,	-	-	-	-	182,753	29
“ miscellaneous,	-	-	-	-	535,452	46
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Total,	-	-	-	-	\$20,493,251	97
And the expenses, excluding Rentals and Interest on Equipment, were:						
Conduct’g transp’t’n,	\$4,087,493	85				
Motive power,	-	3,502,130	09			
Maintenance of cars,	1,212,835	53				
Maintenance of way,	2,603,025	79				
General expenses,	-	388,568	10			
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					\$11,794,053	36
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					\$8,699,198	61
Deduct rentals leased Branches,	-	\$489,171	19			
And interest on equipment,	-	-	62,638	81		
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					\$551,810	00
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Net earnings for 1875,	-	-	-	-	\$8,147,388	61
“ “ 1874,	-	-	-	-	9,396,924	28
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Decrease,	-	-	-	-	\$1,249,535	67
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The expenses of the several departments, excluding rentals, compare with 1874 as follows:

	Conducting Transportat'n	Motive Power.	Maintenance of Cars.	Maintenance of Way.	General Expenses.	Total.
1874.....	\$4,635,129 32	\$3,535,352 22	\$1,256,452 76	\$2,559,373 06	\$415,210 84	\$12,701,518 20
1875.....	4,087,493 85	3,502,130 09	1,212,835 53	2,603,025 79	398,568 10	11,794,053 36
Increase....						
Decrease....	\$547,635 47	\$33 222 13	\$43,617 23	\$256,347 27	\$20,642 74	\$907,464 84

The item of Rentals Branch Roads in 1874 was charged to Conducting Transportation expenses, and amounted to \$543,928.87. For the purpose of comparison, that amount is deducted in the above statement.

The decrease in the Gross Earnings compared with 1874 of  $9\frac{19}{100}$  per cent., or \$2,149,119.38, was largely due to the continued prostration of the local business on the various lines, and the very low rates received during a portion of the year. It was not deemed prudent to make a corresponding reduction in expenses, as it was necessary to place the road and equipment in the best possible condition, to meet the requirements of the Centennial year. The expenses show a decrease of \$907,464.84, or  $7\frac{14}{100}$  per cent., principally accomplished in the Conducting Transportation and Maintenance of Way accounts. In the former account, the reduction is particularly noticeable, inasmuch as the tonnage increased, and the decrease in expenses was therefore due to the careful manner in which the movement of the traffic was conducted, and the persistent and successful efforts made to decrease the mileage, and increase the paying loads of locomotives and cars, thus reducing the ratio of all attendant train expenses. In the Maintenance of Way Department, the reduction is due to the valuable results attained from the use of steel rails, and the fact that a less quantity of steel was required in substitution for iron during the year, than in 1874. No proper expense was spared in this department to improve the condition of the road-bed, tracks, &c., and to place the whole line in first-class condition.

**NUMBER OF PASSENGERS CARRIED ON PENNSYLVANIA RAILROAD  
AND BRANCHES.**

	1875.	1874.	Increase.	Decrease.
First-class passengers.....	4,807,635	4,671,464	.....	363,829
Emigrant " .....	30,187	46,416	.....	16,229
Commutation " .....	1,271,965	1,370,223	.....	98,258
Total.....	5,609,787	6,088,103	.....	478,316

**MILEAGE.**

	1875.	1874.	Increase.	Decrease.
First-class passengers.....	140,047,809	146,701,118	.....	8,653,309
Emigrant " .....	10,075,686	15,747,108	.....	5,671,422
Commutation " .....	10,298,508	10,511,413	.....	212,910
Total.....	160,421,998	174,959,639	.....	14,537,641

The decrease in the number of passengers carried was  $7\frac{8}{100}$  per cent., and in the number of miles travelled  $8\frac{3}{100}$  per cent., indicating a general falling off in the business, the decrease in through and local receipts from passengers being about equal.

**FREIGHT BUSINESS.**

The following is a statement of the tonnage moved :

	1875.	1874.	Increase.	Decrease.	Per centage.
Tons of through freight eastward.....	1,002,072	1,065,647	.....	63,575	5.97 Dec.
"                    westward .....	352,131	301,324	50,807	.....	16.86 Inc.
Tons of local freight eastward.....	5,388,916	4,915,187	473,729	.....	9.64 "
"                    westward .....	2,372,249	2,344,788	27,461	.....	1.17 "
Total.....	9,115,368	8,626,946	551,997	63,575	.....
Net increase.....	.....	.....	488,422	.....	5.66 Inc.



## MILEAGE.

	1875.	1874.	Increase.	Decrease.	Per centage.
Mileage of through freight eastward.....	358,204,482	380,971,846	.....	22,767,364	5.97 Dec.
Mileage of through freight westward.....	125,839,358	107,692,989	18,146,369	.....	16.86 Inc.
Mileage of local freight eastward.....	862,860,316	764,477,061	98,383,255	.....	12.87 "
Mileage of local freight westward.....	132,510,310	119,425,080	13,085,230	.....	10.96 "
Total.....	1,479,414,466	1,372,566,976	129,614,854	22,767,364	7.07 Inc.
Net increase.....	.....	.....	106,847,490	.....	.....

The total tonnage mileage of through and local freight was, eastward, 1,221,064,798; and westward, 258,349,668; an increase in the former of  $6\frac{9}{10}$  per cent., and in the latter of  $13\frac{7}{10}$  per cent.

In 1873 the westward tonnage mileage was  $18\frac{2}{10}$  and the eastward  $81\frac{8}{10}$  per cent. of the total, and in 1874 the westward was  $16\frac{5}{10}$ , and the eastward  $83\frac{5}{10}$  per cent.; while in 1875 the westward was  $17\frac{5}{10}$  per cent., and the eastward  $82\frac{5}{10}$  per cent. of the total tonnage mileage, showing a less disparity between the eastward and westward tonnage than in 1874, but not so favorable a ratio as in 1873, when the westward tonnage comprised  $18\frac{2}{10}$  per cent. of the total.

## MOVEMENT OF LOADED CARS ON MAIN LINE.

STATIONS.	Loaded Cars.	1875.	1874.	Increase.	Decrease.	Per centage.
West Philadelphia.....	Eastward.....	351,692	305,364	46,328	.....	15.17
"	Westward.....	85,007	75,963	9,044	.....	11.90
Columbia.....	Eastward.....	372,092	328,748	43,344	.....	13.19
"	Westward.....	84,981	74,694	10,287	.....	13.77
Harrisburg.....	Eastward.....	399,575	353,759	45,816	.....	12.95
"	Westward.....	69,929	68,740	1,189	.....	1.73
Rockville.....	Westward.....	4,348	.....	.....	.....	.....
Mifflin.....	Eastward.....	353,325	315,534	37,791	.....	11.97
"	Westward.....	78,300	64,433	13,867	.....	21.52
Altoona.....	Eastward.....	254,142	279,232	.....	25,090	8.92
"	Westward.....	84,927	77,362	8,565	.....	11.22
Derry.....	Eastward.....	221,788	239,616	.....	17,827	7.44
"	Westward.....	84,099	72,660	11,509	.....	15.86
Pittsburgh.....	Eastward.....	144,037	147,361	.....	3,324	2.26
"	Westward.....	159,936	153,300	6,636	.....	4.33

## MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING ROADS.

STATIONS.	Loaded Cars.	1875.	1874.	Increase.	Decrease.	Per Centage.
Marysville.....	Eastward.....	38,249	48,891	.....	10,642	21.77
" .....	Westward.....	12,899	4,904	7,995	.....	163.03
Lewistown J. C.....	Eastward.....	1,964	2,292	.....	308	13.44
" .....	Westward.....	2,318	2,564	.....	246	9.59
Huntingdon.....	Eastward.....	33,957	28,157	5,800	.....	20.60
" .....	Westward.....	6,522	6,757	.....	235	3.48
Bedford .....	Eastward.....	16,344	8,537	7,807	.....	91.45
" .....	Westward.....	1,391	1,178	213	.....	18.08
Lock Haven.....	Eastward.....	10,440	9,468	972	.....	10.27
" .....	Westward.....	4,604	3,976	628	.....	15.79
Tyrone....	Eastward .....	76,749	60,378	16,371	.....	27.11
" .....	Westward.....	3,585	4,190	.....	605	14.44
Altoona .....	Eastward.....	10,227	8,384	1,843	.....	21.98
" .....	Westward.....	11,685	7,958	3,727	.....	46.83
Greensburg.....	Eastward.....	2,494	3,112	.....	618	19.86
" .....	Westward.....	50,322	39,696	10,626	.....	26.77
Blairsville.....	Eastward.....	34,317	41,790	.....	7,473	17.88
" .....	Westward .....	10,235	10,882	.....	647	5.94
Allegheny City.....	Eastward.....	11,841	17,026	.....	5,185	30.45
" .....	Westward.....	7,666	8,808	.....	1,142	12.96

The transfer of the Lykens Valley coal traffic (formerly passed over the Philadelphia and Reading Railroad to Philadelphia) to the Pennsylvania Railroad, has increased the number of cars from Harrisburg to Philadelphia. The extended strike in the anthracite regions caused a greater demand for the semi-bituminous coal, which was largely supplied from the Clearfield and Broad Top regions, as indicated by the increased car movement at Tyrone and Huntingdon. The decrease in the movement of loaded cars eastward, past Derry and Altoona, was caused by the strike of the coal miners on the Pittsburgh Division in the months of April, May and June; the cause of the greater decrease at Altoona was owing to the transfer of a portion of the oil business to the Low Grade Line, as mentioned in the report of 1874.

The closing of the Sunbury and Lewistown Railroad on January 1, 1875, necessitated the shipment of the anthracite coal for Lewistown and points west, *via* Marysville, thus increasing the movement of loaded cars west at Marysville and Mifflin.

The improvement in the coke trade from the South West Pennsylvania Railway is indicated by the increased movement of cars past Greensburg. The decrease in the car movement west bound past Allegheny City, was caused by the falling off of the trade between the coke furnaces on the West Penn Division and points on the Pittsburgh, Fort Wayne and Chicago Railway. The movement east bound was decreased by the falling off of the bark trade.

The live stock shipments from East Liberty show a decrease of  $14\frac{6}{100}$  per cent. compared with 1874, the number of cars shipped being 32,209, or 5,485 less than in previous year.

The following statement shows a comparison of the oil trade with 1874:

	Refined Oil, barrels.	Crude Oil, barrels.	Benzine, &c., barrels.	Total.
Through eastward, 1874.....	1,151,802	1,792,465	28,129	2,972,396
“ “ 1875.....	912,913	1,779,403	72,831	2,765,147
Increase.....			44,702	
Decrease.....	238,889	13,062		207,219
To local points, 1874.....				306,204
“ “ 1875.....				343,946
Increase.....				37,742
Decrease.....				

The foregoing shows  $6\frac{27}{100}$  per cent. decrease in the through oil trade eastward, and  $12\frac{33}{100}$  per cent. increase to local points.

The shipment of Coal and Coke over the Main Line and Branches for 1875 as compared with 1874, was as follows:

1875,	-	-	-	-	4,731,436 tons.
1874,	-	-	-	-	4,209,337 “
Increase,	-	-	-	-	522,099 “

## MAINTENANCE OF WAY.

Great improvement has been made in the condition of the track, both on Main Line and Branches, a large portion of it having been renewed, in conformity with the higher standard specifications adopted for construction and renewal. The continuance of the premium system and of the annual inspections have tended to keep up an active competition among the Officers with regard to the condition of their respective Divisions. As a result of this competition an ingenious machine, arranged so that it can be attached to any passenger car, was constructed, by which an accurate record is made of the condition of the line and surface and the riding qualities of the track. The use of this device, although introduced late in the Fall, greatly assisted in bringing the track to its present superior condition.

NEW TRACKS LAID ON THE PENNSYLVANIA RAILROAD DIVISION  
DURING 1875.

	Miles.	Feet.	Miles.	Feet.
Third and fourth tracks, Philadelphia Division.....	3	1,610		
“ “ Middle “ .....	2	4,339		
“ “ Pittsburgh “ .....	5	3,927	11	4,596
Sidings Philadelphia Division.....	10	2,439		
“ Middle “ .....	2	2,110		
“ Pittsburgh “ .....	2	2,271		
“ West Pennsylvania Division.....		1,332		
“ Tyrone Division.....		2,069	15	4,941
Extension of Main Track S. W. Pennsylvania Railroad.....	4	1,900		
“ “ Moshannon Branch Tyrone				
and Clearfield Railway.....	2		6	1,900
			34	877
Less track removed { Sidings on Pittsburgh Division.....		2,548		
{ Sidings on Lewistown Division.....		418		3,066
			33	3,091
Private Sidings.....	3	1,361		
Private Sidings removed.....		569		
			3	792
Total additional length of track, including individual sidings .....			36	3,883

TOTAL NUMBER OF MILES OF SINGLE TRACK IN USE JANUARY  
1st, 1875:

Main Line, including sidings,	. . . .	998.2 miles.
Branches owned, including sidings,	. . . .	103.8 "
"    leased,    "    "	. . . .	412.6 "
Private sidings,	. . . .	76.6 "
Total,	. . . .	<u>1,591.2</u> "

**MATERIAL USED FOR RENEWALS DURING 1875.**

	Steel Rails. Tons.	Iron Rails. Tons.	Spikes. Pounds.	Cross Ties.	Splices. Pairs.
Philadelphia to Harrisburg.....	2,787	.....	188,798	164,004	30,954
Harrisburg to Altoona.....	1,878	.....	261,078	145,835	18,331
Altoona to Pittsburgh.....	1,589	22	347,048	194,723	22,140
Delaware Extension.....	121	.....	5,707	2,825	703
East Brandywine and Waynesburg Railroad.....	.....	159	3,325	67	585
York Branch.....	.....	150	2,273	1,607	892
Pennsylvania and Delaware Railroad.....	.....	7	8,275	1,197	.....
Mifflin and Centre County Railroad.....	.....	14	2,036	1,633	47
Bedford and Bridgeport Railroad.....	.....	9	1,406	1,331	39
Tyrone Branch.....	.....	114	3,950	.....	147
Tyrone and Clearfield Railway.....	520	412	31,800	27,664	3,304
Bald Eagle Valley Railroad.....	.....	421	10,455	12,161	1,747
Holidaysburg Branch and Morrison's Cove R. R. ....	.....	49	18,489	7,376	209
Newry Branch.....	.....	.....	1,229	1,122	.....
Ebensburg and Cresson Railroad.....	.....	.....	4,586	3,200	.....
Southwest Pennsylvania Railway.....	.....	240	6,177	203	494
Indiana Branch.....	.....	184	14,526	13,648	685
West Pennsylvania Railroad.....	.....	1,764	71,355	29,229	5,785
Total.....	6,895	3,536	982,513	597,825	86,051

In addition to the preceding, the following material was used in construction :

Steel rails, . . . . .	877 tons.
Iron " . . . . .	234 "
Splice joints, . . . . .	4,766 pairs.
Spikes, . . . . .	170,856 lbs.
Cross-ties, . . . . .	43,823

## BRIDGES.

The bridges have been maintained in good condition. The bridge over the Juniata River, at Lewistown, mentioned in the report of 1874 as having been destroyed by the storm, has since been renewed. Three (3) bridges on Tyrone Division have been entirely rebuilt.

## TELEGRAPH.

The telegraph lines are all in good condition. The Atlantic and Pacific Telegraph Company, under contract, have placed a wire on the poles of this Company, between Philadelphia and Pittsburgh. New telegraph lines have been erected from Clearfield to Curwinsville, on the Tyrone and Clearfield Extension, and from Osceola to Houtzdale, on the Moshannon Branch.

## REMARKS.

New block signal towers have been erected at various points on the lines, and the Block system extended almost over the entire Pittsburgh Division and a portion of the Philadelphia Division. By the 1st of May, both Divisions will be working under this system.

The ice floods of February and March of 1875, resulted in very serious damage to the Company's property. A number of bridges on the East Brandywine and Waynesburg Railroad, Pennsylvania and Delaware Railroad, and York Branch, were swept away. The freight line between Columbia and Bainbridge, for a distance of nine miles, was greatly damaged. The tracks between the points named were blocked with ice from five to fifteen feet high, and it was necessary to suspend the movement of freight trains by that line for a short period. The masonry and superstructure of Columbia Bridge were seriously injured. These damages were all thoroughly repaired, and the cost charged to Operating Expenses.

The destruction of the Market Street Bridge, in Philadelphia, on November 20th, 1875, caused but slight inconvenience to the movement of the City freight. Until the completion of the temporary trestle, the freight was drayed to and from the regular Market Street Stations and forwarded via the Philadelphia, Wilmington and Baltimore Railroad Station, at Broad and Prime Streets. A contract was made by the city of Philadelphia with the Pennsyl-

vania Railroad Company for the erection of a new structure; work was commenced on December 3, 1875, and a substantial bridge, with increased roadways, was completed and opened for public travel December 24th, 1875, in the short space of 21 days.

This Company ceased to operate the Sunbury and Lewistown Railroad on January 31, 1875, since which time no traffic has been moved over that line.

### UNITED RAILROADS OF NEW JERSEY DIVISION.

The earnings of the United Railroads of New Jersey Division (exclusive of the Belvidere Delaware Railroad and Flemington Branch) embracing the Main Line from Philadelphia to New York, and Branches in connection therewith, were as follows:

#### EARNINGS.

From freight,	.	.	.	.	.	.	.	\$3,764,990	94
" passengers,	.	.	.	.	.	.	.	4,440,875	76
" express,	.	.	.	.	.	.	.	259,346	40
" mails,	.	.	.	.	.	.	.	69,745	79
" miscellaneous,	.	.	.	.	.	.	.	108,965	58
Total,	.	.	.	.	.	.	.	<u>\$8,643,924</u>	<u>47</u>

#### THE EXPENSES WERE:

Conducting transportation,	.	.	\$2,539,236	91
Motive power,	.	.	1,599,377	08
Maintenance of cars,	.	.	444,412	11
Maintenance of way,	.	.	1,223,682	94
General expenses,	.	.	88,032	64
			<u>\$5,894,741</u>	<u>68</u>
Net earnings,	.	.		2,749,182 79
Net earnings previous year,	.	.	\$2,370,935	94
Add rentals, transit duties, &c.,	.	.	442,475	31
			<u>2,813,411</u>	<u>25</u>
Net decrease,	.	.		<u>\$64,228</u> 46

The decrease in the gross earnings on the United Railroads of New Jersey Division was \$57,044.89, or  $1\frac{7}{10}\%$  per cent., and principally occurred in the passenger traffic, which shows a decrease in earnings of  $1\frac{4}{10}\%$  per cent.

THE EARNINGS OF THE BELVIDERE DELAWARE RAILROAD AND  
FLEMINGTON BRANCH WERE:

From freight,	.	.	.	.	.	.	\$692,367 81
“ passengers,	.	.	.	.	.	.	185,261 59
“ express,	.	.	.	.	.	.	4,072 21
“ mails,	.	.	.	.	.	.	6,089 36
“ miscellaneous,	.	.	.	.	.	.	5,579 15
Total,	.	.	.	.	.	.	<u>\$893,370 12</u>

THE EXPENSES WERE:

Conducting transportation, . . . . .	\$200,908 66	
Motive power, . . . . .	157,446 88	
Maintenance of cars, . . . . .	86,041 39	
Maintenance of way, . . . . .	191,749 90	
	<u>                    </u>	\$636,146 83
		<u>                    </u>
		\$257,223 29
Deduct interest on equipment, . . . . .		<u>28,179 60</u>
		<u>                    </u>
Net earnings, . . . . .		\$229,043 69
Net earnings previous year, . . . . .		442,000 11
		<u>                    </u>
Decrease, . . . . .		\$212,956 42
		<u>                    </u>

The reduction in gross earnings on Belvidere Division, of \$322,277.93 or  $26\frac{5}{10}\%$  per cent., was almost entirely occasioned by the suspension of the anthracite coal trade during the first six months of the year, the earnings from freight having decreased \$309,134.62, or  $30\frac{8}{10}\%$  per cent., and the earnings from passengers decreased \$12,710.64, or  $6\frac{4}{10}\%$  per cent.



The expenses of United Railroads of New Jersey Division, exclusive of the Belvidere Delaware Railroad and Flemington Branch, compared with 1874, were as follows:

	Conducting Transport'n.	Motive Power.	Maintenance of Cars.	Maintenance of Way.	General Expenses.	Total.
Total 1875.....	\$2,539,236 91	\$1,599,377 08	\$444,412 11	\$1,223,682 94	\$88,032 04	\$5,894,741 68
" 1874.....	2,607,486 03	1,589,626 21	370,155 62	1,225,698 32	94,591 93	5,887,558 11
Increase.....		\$9,750 87	\$74,256 49			\$84,007 36
Decrease.....	\$68,249 12			\$2,015 38	\$6,559 29	76,823 79
Net increase.....						\$7,183 57

The increase in the expenses, principally in the Maintenance of Cars and Motive Power, is accounted for by the extra expenditures made in these two departments in order to get the rolling stock in first-class condition, and for new cars and locomotives to replace worn out equipment. The Rentals, Transit Duties and Interest on Ground Rents and Mortgages were included in the expenses for 1874, and are deducted from the figures in the above statement for the purpose of making a correct comparison with 1875.

The very high terminal expenses and the maintenance of extensive wharves at New York and Jersey City, the necessity for the employment of a large number of watchmen in the cities on the Main Line between Philadelphia and New York, the high price of fuel, together with the number and location of Branch roads connected with the New Jersey Division, requiring so many passenger and freight engines from which full service cannot be obtained, renders it exceedingly difficult to reach a low cost of operating.

The expenses of the Belvidere Delaware Railroad and Flemington Branch, compared with those of 1874, were as follows:

	Conducting Transportat'n.	Motive Power.	Maintenance of Cars.	Maintenance of Way.	Total.
Total 1875.....	\$200,908 66	\$157,446 88	\$86,041 39	\$191,749 90	\$636,146 83
" 1874.....	242,928 83	183,614 78	100,438 14	246,666 19	773,647 94
Increase.....					
Decrease.....	\$42,020 17	\$26,167 90	\$14,396 75	\$54,916 29	
Net decrease.....					\$137,501 11

The expenses on the Belvidere Division have not decreased in the same proportion as the earnings, owing to the necessity of keeping up a large portion of the organization during the first six months of the year, when little or no anthracite coal was transported, in order to maintain the road and bridges in repair for the movement of the traffic when shipments should be resumed.

NUMBER OF PASSENGERS CARRIED ON UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUDING BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.

	1875.	1874.	Increase.	Decrease.	Percentage of Inc. or Dec.
First-class passengers.....	5,375,213	5,535,060	.....	159,847	Dec. 2.89
Emigrant " .....	46,687	61,071	.....	15,384	" 8.82
Commutation " .....	2,425,339	2,241,186	184,153	.....	Inc. 8.22
Total.....	7,846,239	7,837,317	184,153	175,231	.....
Net increase.....			8,922	.....	Inc. 0.11

NUMBER OF MILES TRAVELLED BY PASSENGERS UNITED RAILROADS OF NEW JERSEY DIVISION, EXCLUDING BELVIDERE DIVISION.

	1875.	1874.	Increase.	Decrease.	Percentage of Inc. or Dec.
First-class passengers.....	124,078,785	127,474,089	.....	3,396,204	Dec. 2.67
Emigrant " .....	3,932,082	5,416,710	.....	1,484,628	" 27.41
Commutation " .....	34,214,878	32,595,198	1,619,680	.....	Inc. 4.97
Total.....	162,225,745	165,486,897	1,619,680	4,330,832	.....
Net decrease.....				3,261,152	Dec. 1.97

The above statements show an improvement in the number of local passengers carried, being an increase in passengers carried and decrease in miles travelled.

**NUMBER OF PASSENGERS CARRIED ON THE BELVIDERE, DELAWARE RAILROAD AND FLEMINGTON BRANCH.**

	1875.	1874.	Increase.	Decrease.	Percentage of Inc. or Dec.
First class passengers.....	354,602	376 251	.....	21,649	Dec. 5.75
Emigrant " .....	28	19	9	.....	Inc. 47.37
Commutation " .....	33,806	38,210	.....	4,404	Dec. 11.53
Total.....	388,436	414,480	9	26,053	.....
Net decrease.....	.....	.....	.....	26,044	Dec. 6.28

**NUMBER OF MILES TRAVELLED BY PASSENGERS BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.**

	1875.	1874.	Increase.	Decrease.	Percentage of Inc. or Dec.
First-class passengers.....	6,105,155	6,522,885	.....	417,730	Dec. 6.40
Emigrant " .....	1,778	1,136	642	.....	Inc. 56.51
Commutation " .....	362,390	413,429	.....	51,039	Dec. 12.34
Total.....	6,469,323	6,937,450	642	468,769	.....
Net decrease.....	.....	.....	.....	468,127	Dec. 6.76

By the above statements it will be seen that both the number of passengers carried and miles travelled show nearly an equal percentage of decrease, the former being  $6\frac{2.8}{100}$  per cent., and the latter  $6\frac{7.6}{100}$  per cent., under 1874.

**UNITED RAILROADS OF NEW JERSEY DIVISION TONNAGE STATEMENT, EXCLUSIVE OF THE BELVIDERE DIVISION.**

	1875.	1874	Increase or Decrease.	Percentage of Inc. or Dec.
Through freight eastward.....	821,333	780,913	Inc. 40,420	Inc. 5.18
" " westward.....	411,816	295,867	" 115,949	" 39.19
Local freight eastward.....	1,628,616	1,811,084	Dec. 182,468	Dec. 10.05
" " westward.....	396,675	389,664	Inc. 7,011	Inc. 1.80
Total.....	3,258,440	3,277,528	.....	.....
Net decrease.....	.....	.....	19,088	Dec. 0.58

## MILEAGE STATEMENT.

	1875.	1874.	Increase or decrease.	Percentage of Inc. or Dec.
Through freight eastward.....	72,215,496	68,710,240	Inc. 3,505,256	Inc. 5.16
"    "    westward.....	36,541,687	26,309,077	" 10,232,610	" 38.90
Local freight eastward.....	68,742,931	72,954,284	Dec. 4,211,353	Dec. 6.77
"    "    westward.....	10,199,502	10,211,342	" 11,840	" 0.11
Total.....	187,699,616	178,184,943		
Net increase.....			9,514,673	Inc. 5.34

BELVIDERE AND DELAWARE RAILROAD AND FLEMINGTON  
BRANCH TONNAGE STATEMENT.

	1875.	1874.	Increase or Decrease.	Percentage of Inc. or Dec.
Through freight eastward.....	608	1,047	Dec. 439	Dec. 41.93
"    "    westward.....	1,869	1,674	Inc. 195	Inc. 11.66
Local freight eastward.....	942,520	1,401,708	Dec. 459,188	Dec. 32.76
"    "    westward.....	57,483	52,649	Inc. 4,634	Inc. 8.77
Total.....	1,002,480	1,457,278		
Net decrease.....			454,798	31.21

## MILEAGE.

	1875.	1874.	Increase or Decrease.	Percentage of Inc. or Dec.
Through freight eastward.....	40,926	71,326	Dec. 30,400	Dec. 42.62
"    "    westward.....	127,108	117,212	Inc. 9,896	Inc. 8.44
Local freight eastward.....	45,444,119	69,673,368	Dec 24,229,249	Dec. 34.77
"    "    westward.....	1,545,081	1,511,032	Inc. 34,049	Inc. 2.25
Total.....	47,157,234	71,372,938		
Net decrease.....			24,215,704	33.93

The total tonnage, excluding the Belvidere Delaware Railroad, shows a decrease of  $0\frac{58}{100}$  per cent. in tons, and an increase of  $5\frac{34}{100}$  per cent. in tonnage mileage. This favorable result is largely attributable to the shipments of peaches from the Delaware peach market. The decrease of local and through tonnage east, both on United Railroads of New Jersey Division and Belvidere Railroad, is entirely owing to the decreased shipments of anthracite coal.



**STATEMENT OF TRACK MATERIAL USED ON THE UNITED RAIL-  
ROADS OF NEW JERSEY DIVISION DURING 1875.**

	Steel Rails.		Iron Rails.		Spikes.	Splices.	Cross-Ties.
	Tons.	Lbs.	Tons.	Lbs.	Lbs.	Pairs.	Number
<b>NEW YORK DIVISION.</b>							
Main Line.....	2,433	68	38	387	136,440	21,009	74,148
Philadelphia and Trenton.....	1,098	1,828			72,832	9,229	38,903
Perth Amboy Branch.....					3,600	170	1,867
Millstone Branch.....			1	1,230	1,500	6	1,675
Rock Hill Branch.....					2,555		1,427
Princeton Branch.....				660	3,000	18	358
Frankford and Holmesburg Branch.....				400	900	10	1,078
<b>Total.....</b>	<b>3,531</b>	<b>1,896</b>	<b>40</b>	<b>337</b>	<b>220,827</b>	<b>30,500</b>	<b>119,546</b>
<b>AMBOY DIVISION.</b>							
Main Line.....	360	1,034	510	1,416	49,642	2,932	28,683
Camden and Burlington County.....			201	1,700	14,411	344	5,890
Pemberton and Hightstown.....	1,000				5,469		4,346
Medford Branch.....					932		1,762
Vincentown Branch.....					747		657
Columbus, Kinkora, and Springfield.....	1,200				1,354		75
<b>Total.....</b>	<b>361</b>	<b>994</b>	<b>712</b>	<b>876</b>	<b>72,556</b>	<b>3,276</b>	<b>41,353</b>
<b>BELVIDERE DIVISION.</b>							
Main Line.....	478	466	716		46,047	2,802	44,490
Flemington.....					2,993		3,315
Mercer and Somerset.....			1	160	1,803		3,780
<b>Total.....</b>	<b>478</b>	<b>466</b>	<b>717</b>	<b>160</b>	<b>50,843</b>	<b>2,802</b>	<b>51,585</b>

The following material was used in constructing new tracks :

Steel Rails,	.	.	.	.	219 tons, 1,329 lbs.
Iron "	.	.	.	.	220 " 1,265 "
Spikes,	.	.	.	.	22,696 "
Splices,	.	.	.	.	1,554 pairs.
Cross-ties,	.	.	.	.	12,823

TOTAL NUMBER OF MILES OF SINGLE TRACK IN USE ON UNITED  
RAILROADS OF NEW JERSEY DIVISION JANUARY 1, 1875.

Main Line, including sidings, . . . . .	604.1 miles.
Branches owned, . . . . .	124.3 "
Private sidings, . . . . .	3.3 "
Total, . . . . .	<u>731.7</u> "

The road-bed, tracks, and bridges, have been very much improved. The adoption of standard specifications for track work, and the relaying of steel for worn-out iron, have contributed greatly to the improved condition of the line. Before the close of the present year all iron rails on the main track of the New York Division will be renewed with steel, and the old wooden splices replaced with iron. The renewals in the main tracks of the Amboy and Belvidere Divisions will also be of steel, and the cost charged to expenses.

There have been added to the transportation service, three additional car-floats and two tugs. The number of vessels owned by the Company remains otherwise unchanged.

They number :

Passenger Steamboats, . . . . .	10
Freight " . . . . .	4
Tugs, . . . . .	6
Barge, . . . . .	1
Car-floats, . . . . .	23
Total, . . . . .	<u>44</u>

#### BRIDGES.

The double-track iron bridge over the Delaware River, at Trenton, for the passage of trains, was completed. Three bridges on the Belvidere Division have been rebuilt, and all the other structures on the line maintained in good condition.

## REMARKS.

Additional trains have been provided for the travelling public between New York and Philadelphia, and the facilities are now all that could be desired for the present traffic. The freight traffic on the New York Division, amounting to an average of 1,845 cars per day, has been handled with remarkable promptitude. Particular attention is called to the peach business, which has grown to be one of the special features of the train movement. During the season, 5,732 cars were forwarded, without any serious mishaps or delay. From one day's shipment, 296 cars arrived at Jersey City between the hours of 9.17 P. M. and 7.50 A. M., portions of which were promptly delivered in New York in time for the markets of that morning, and the balance forwarded to Boston and other Eastern Cities.

A careful experiment has been made during the year, with what is known as the inter-locking switch system, with a view to providing the most improved facilities for the prompt movement of passenger trains in and out of terminal stations and across junctions. This experiment was made at the junction of the Main Line and Local Branch at East Newark. The switches are so arranged, that one man from a switch house moves and controls 15 switches, with the respective signals. It is almost impossible for the signal man to cause an accident by either setting the switches wrong or giving incorrect signals. It has now been fully demonstrated, that this system will work successfully through an American winter of freezing and thawing weather, and it will be introduced at various other points along the lines, thus contributing greatly to safe and economical management.

There were 8,714,434 passengers carried over the Jersey City ferries operated by this Company, without accident, either to passengers or property.



## PHILADELPHIA AND ERIE RAILROAD DIVISION.

For the year ending December 31, 1875, the operations of the Philadelphia and Erie Railroad have been as follows:

GROSS EARNINGS.			
General freight, . . . .	\$2,698,559	83	
Miscellaneous freight, . . . .	128,422	62	
			\$2,826,982 45
First-class passengers, . . . .	457,813	74	
Emigrant " . . . .	1,362	87	
Expresses, . . . .	37,700	69	
U. S. Mails, . . . .	33,084	15	
Miscellaneous passengers, . . . .	3,590	65	
			533,552 10
Rents, . . . .			5,362 69
Total earnings, . . . .	\$3,365,897	24	
EXPENSES.			
Conducting transportation, . . . .	\$671,024	50	
Motive power, . . . .	654,690	76	
Maintenance of cars, . . . .	177,971	48	
Maintenance of way, . . . .	724,796	94	
			\$2,228,483 68
Balance, . . . .	\$1,137,413	56	
Deduct interest on equipment, materials, machinery, and tools, . . . .			182,797 29
Net earnings, . . . .	\$954,616	27	

The gross earnings show a decrease of \$141,022.04 or  $4\frac{1}{10}\%$  per cent, occurring in the freight and in the first-class passenger traffic the former having decreased \$49,347.89, or  $1\frac{1}{10}\%$  per cent., and the latter \$68,382.62, or  $14\frac{3}{10}\%$  per cent. In the freight traffic the falling off was caused by the low rates prevailing, and in the passenger traffic, the decrease was in the number of passengers carried. It will be observed, however, by the following statement, comparing the expenses for 1875 with those of 1874, that the decrease in expenses was in greater proportion than in the earnings, and this result was accomplished without any deterioration, either in rolling stock, road-bed, tracks, etc.

## EXPENSES.

	Conducting Transportat'n.	Motive Power.	Maintenance of Way.	Maintenance of Cars.	Total.
1875.....	\$671,021 80	\$654,090 76	\$724,796 91	\$177,971 48	\$2,228,483 68
1874.....	756,492 64	689,553 16	776,026 93	216,060 28	2,438,133 01
Decrease.....	\$85,468 14	\$34,862 40	\$51,229 99	\$38,089 80	\$209,649 33

NUMBER OF PASSENGERS CARRIED ON PHILADELPHIA AND ERIE RAILROAD, EXCLUDING DANVILLE, HAZLETON, AND WILKESBARRE, AND LEWISBURG, CENTRE, AND SPRUCE CREEK RAILROADS.

	1875.	1874.	Increase.	Decrease.	Per cent.
First-class passengers.....	589,562	657,590		68,018	Dec. 10.50
Emigrant ".....	778	943		165	" 17.50
Commutation ".....	23,762	21,640	1,422		Inc. 6.62
Total.....	612,402	680,163	1,422	68,183	
Net decrease.....				67,761	Dec. 9.96

NUMBER OF MILES TRAVELLED BY PASSENGERS ON PHILADELPHIA AND ERIE RAILROAD, EXCLUDING DANVILLE, HAZLETON, AND WILKESBARRE, AND LEWISBURG, CENTRE, AND SPRUCE CREEK RAILROADS.

	1875.	1874.	Increase.	Decrease.	Per cent.
First-class passengers.....	14,650,001	16,715,273		2,065,272	Dec. 12.24
Emigrant ".....	92,321	121,553		29,232	" 24.05
Commutation ".....	375,488	311,504	63,984		Inc. 20.54
Total.....	15,117,810	17,148,330	63,984	2,094,504	
Net decrease.....				2,030,520	Dec. 11.44

The above statements show a decrease of  $9\frac{24}{100}$  per cent. in number of passengers carried, and  $11\frac{84}{100}$  per cent. in miles travelled, exhibiting a general decrease in that business.

**PHILADELPHIA AND ERIE RAILROAD—COMPARATIVE STATEMENT  
FOR THE YEAR 1875—TONNAGE.**

DIRECTION.	1875.	1874.	Increase or Decrease.	Percentage.
Through freight eastward.....	348,910	367,979	Dec. 19,069	5.18 Dec.
"    "    westward.....	126,842	98,691	Inc. 27,991	28.34 Inc.
Local freight eastward.....	1,224,774	1,162,335	" 62,439	5.37 "
"    "    westward.....	696,068	614,166	" 81,903	13.33 "
	2,396,434	2,243,170	Inc. 153,264	6.83 Inc.

**MILEAGE.**

DIRECTION.	1875.	1874.	Increase or Decrease.	Percentage.
Through freight eastward.....	100,486,077	107,385,173	Dec. 6,899,096	6.42 Dec.
"    "    westward.....	36,484,464	28,423,449	Inc. 8,061,415	28.33 Inc.
Local freight eastward.....	120,923,796	111,662,686	" 9,261,110	8.29 "
"    "    westward.....	64,024,772	46,995,925	" 7,028,847	14.95 "
	311,919,109	294,466,833	Inc. 17,452,276	5.92 Inc.

The total tonnage moved, exclusive of Company materials, was 2,396,434 tons, making 311,919,109 tons moved one mile. In this tonnage there was a decrease of 5.18 per cent. in number of tons of through eastward traffic, and an increase of 28.34 per cent. in the through westward, and 13.33 per cent. increase in local westward, showing a very gratifying improvement in the trade of the road.

The loaded cars passing Kane and Renovo in 1875, as compared with 1874, were as follows:

	1875.	1874.	Increase.	Decrease.
Renovo, Eastward.....	87,325	81,111	6,214	
"    Westward.....	41,640	36,833	4,807	
Kane, Eastward.....	58,518	62,377		3,861
"    Westward.....	29,794	27,936	1,858	
Increase.....			12,879	
Decrease.....				3,861
Total increase.....			9,018	

Of the total car movement in 1875  $32\frac{2}{10}$  per cent. was of empty cars, compared with 34 per cent. for 1874. The west-bound tonnage was increased over that of 1874,  $2\frac{1}{2}$  per cent., amounting in 1875 to  $34\frac{3}{10}$  per cent. of the total tonnage. There was an increase of 4,856 cars past Emporium in the interchange of trade between the Buffalo, New York and Philadelphia Railroad, and an increase of 12,421 cars past Driftwood, which was occasioned by the oil traffic received from the Low Grade Line.

## MAINTENANCE OF WAY.

The extension of sidings has been  $2\frac{143}{1000}$  miles, as follows:—

Location.	Feet.
At Ridgway, . . . . .	268
" Rathbun, . . . . .	375
" Driftwood, . . . . .	306
" Round Island, . . . . .	1,382
" Cook's Run, . . . . .	3,043
" Westport, . . . . .	5,258
" Williamsport and Lumber Branch, . .	228
" Milton, . . . . .	456
Total, . . . . .	<u>11,316</u>

Length of Main Track, including Company's sidings,  $421\frac{975}{1000}$  miles.

Length of private sidings, . . . . .  $14\frac{952}{1000}$  "

Total length of track in use, . . . . .  $436\frac{827}{1000}$  "

The following quantities of materials have been used during the year:

	Steel Rails. Tons.	Iron Rails. Tons.	Splice- Joints. Number	Spikes. Lbs.	Cross- Ties. Number.	Switch Ties. Sets.	Frogs. Number
<b>WESTERN DIVISION.</b>							
Erie to Kane.....	998	637	5,832	33,035	17,834	3	8
<b>MIDDLE DIVISION.</b>							
Kane to Renovo.....	1,375	667	8,070	41,980	56,859	17	23
<b>EASTERN DIVISION.</b>							
Renovo to Sunbury.....	1,800	795	7,668	58,937	42,853	21	28
Total .....	4,173	2,099	21,570	143,952	117,546	41	59

In addition to the foregoing, there were used by Construction Department for new work :

Iron rails, tons, . . . . .	93
Splices, sets, . . . . .	682
Frogs, number, . . . . .	9
Ties, " . . . . .	3,425
Spikes, pounds, . . . . .	2,957
Switch timbers, sets, . . . . .	5

At the close of the year 1875 there were 114 miles of Main Track laid, in accordance with standard specifications adopted, on all the lines under this management, and there were 96 $\frac{52}{100}$  miles laid with steel rails. The track has been generally maintained in the excellent condition in which it had been placed up to January 1st, 1875, besides being greatly improved by additional ballast, renewing of cross-ties, and the replacing of old iron with steel rail.

#### BRIDGES.

The bridges have received the necessary repairs to preserve them in good condition. On the 12th of May Lycoming Creek Bridge was destroyed by fire, and on the 25th of October Bald Eagle Creek Bridge was also burned. Both of these bridges were promptly rebuilt, and but little delay to the movement of trains experienced.

#### REMARKS.

The very satisfactory result attained on the Philadelphia and Erie Railroad Division in the movement of an increased traffic, with largely decreased expenses, is, in a great measure, due to the improved locomotive service, the entire freedom from accidents, and the maintenance in good order and repair of the road and all its improvements, reflecting great credit on the officers immediately in charge of that line.

#### MOTIVE POWER.

Your attention is called to the following statement of locomotive and tonnage mileage. By comparing the percentages of increase or decrease in engine mileage and tons moved one mile, it will be noticed that on all the Divisions, excepting only the Belvidere, a very handsome increase in loads of locomotives has been accomplished,

indicating that this important subject has received special attention, and also that the efficiency of the motive power on the various lines has increased. This improvement cannot better be illustrated than by the results attained on the Philadelphia and Erie Railroad Division, where the tonnage mileage increased 5.93 per cent., and the locomotive mileage decreased 4.66 per cent., the increase in the average number of cars hauled per engine amounted to 10 per cent., the number of tons paying freight per engine increased over 1874  $10\frac{1}{8}$  per cent., and over 1873, 33 per cent.

STATEMENT OF FREIGHT ENGINE MILEAGE AND TONS MOVED ONE  
MILE COMPARED WITH 1874.

	1875.	1874.	Increase.	Decrease.	Percentage.
<b>PENNSYLVANIA RAILROAD DIVISION.</b>					
Mileage of freight engines	11,723,550	11,383,275	340,275		Inc. 2.99
Tons one mile.....	1,479,414,466	1,372,566,976	106,847,490		" 7.78
<b>UNITED RAILROADS OF NEW JERSEY DIVISION.</b>					
Mileage of freight engines.	2,036,578	2,101,123		64,545	Dec. 3.06
Tons one mile.....	187,699,616	178,184,943	9,514,673		Inc. 5.34
<b>BELVIDERE DELAWARE RAILROAD.</b>					
Mileage of freight engines.	308,615	449,902		109,282	Dec. 31.40
Tons one mile.....	47,157,234	71,372,938		24,215,704	" 33.93
<b>PHILADELPHIA AND ERIE RAILROAD.</b>					
Mileage of freight engines.	1,859,816	1,950,662		90,816	Dec. 4.66
Tons one mile.....	311,919,109	294,466,833	17,462,276		Inc. 5.93

The general average cost per hundred miles of repairs of locomotives compare with 1874, as follows:

	1875.	1874	Increase.
Pennsylvania Railroad Division.....	5.86	5.30	.56
United Railroad of New Jersey Division.....	6.59	5.21	1.38
Philadelphia and Erie Railroad Division.....	6.93	6.44	.54
<b>Total.....</b>	<b>6.14</b>	<b>5.41</b>	<b>.73</b>

This increased rate was occasioned by the cost of more extensive repairs made necessary on account of the greater service performed by the locomotives, and the replacing and charging to repairs a larger number of locomotives in 1875 than in 1874. During the year 1875 twenty-three new locomotives were rebuilt for Pennsylvania Railroad Division, fifteen for the United Railroads of New Jersey Division, and two for Philadelphia and Erie Railroad Division, with an increase in the number receiving general repairs.

Previous to 1874, the Motive Power expenses were distributed and shown in the statements on the basis of locomotive mileage, which basis, however, did not give clearly the amount of paying service performed by each locomotive. It was decided, therefore, to introduce the element of cost of Motive Power per loaded car per mile. These statements, in 1874, were not sufficiently reliable to be any more than a guide to the management for the future. Those for 1875, however, are quite satisfactory. They will be found in the Comptroller's Report, and contain interesting information. The general average consumption of coal per car per mile, in 1875, was, for Pennsylvania Railroad Division,  $4\frac{2}{10}$  lbs.; United Railroads of New Jersey Division,  $3\frac{6}{10}$  lbs.; and Philadelphia and Erie Railroad,  $4\frac{4}{10}$  lbs. In this connection, the premium system instituted by Mr. A. J. Cassatt, when Superintendent of Motive Power, was continued, and premiums were offered to Enginemen and Firemen, for savings effected by them under a specified amount, which has resulted both in economy to the Company and benefit to the men, and it is expected each year will give more important results.

The following statements show the entire rolling stock on the various lines January 1st, 1876.

#### LOCOMOTIVE EQUIPMENT.

Pennsylvania Railroad Division, . . . . .	655
Philadelphia and Erie Railroad Division, . . . . .	154
United Railroads of New Jersey Division, . . . . .	267
Total, . . . . .	<u>1,076</u>

## PASSENGER EQUIPMENT.

CLASS.	Pennsylvania Railroad Division.	United Railroads of New Jersey Division.	Philadelphia and Erie Rail- road Division.	Total.
Passenger.....	249	309	47	605
Emigrant.....	65	1	6	72
Baggage.....	60	25	15	100
Mail.....	10	4	.....	14
Express.....	58	5	9	72
Total 1875.....	442	344	77	863

## FREIGHT EQUIPMENT.

CLASS.	Penn'a Railroad Division.	United Railroads of New Jersey Division.	Philadelphia and Erie Division.	Total.
Box.....	3,259	853	969	5,081
Stock.....	1,942	100	100	2,142
Gondola.....	5,580	662	2,185	8,397
8-wheel coal.....	1,633	610	30	2,303
4 wheel ".....	1,006	1	40	1,047
8-wheel cabin.....	3	15	32	50
4-wheel ".....	274	74	31	379
8-wheel mail.....	.....	242	.....	242
4-wheel ".....	.....	205	.....	205
Total 1875.....	13,697	2,762	3,387	19,846

DIVISIONS.	Passenger Equipment.	Freight Equipment.	Maint'nance of Way Equipment.	Totals.
Pennsylvania Railroad Division.....	442	13,697	929	15,068
United Railroads of New Jersey Division.....	344	2,762	363	3,469
Philadelphia and Erie Railroad Division.....	77	3,298	374	3,749
Totals.....	863	19,757	1,666	22,286

In addition to the above there were 11,170 cars of individuals and other companies running over this Company's line, and there were 1,000 coal cars built by the Car Trust and leased to this Company.



There were built during the year at the Company's locomotive shops, Altoona, 43 locomotives, of which 23 were assigned to the Pennsylvania Railroad Division, 15 to United Railroads of New Jersey Division, charging cost of same to operating expenses, and 5 were constructed for the Northern Central Railway Company: and 159 locomotives received general repairs. At Erie 6 and Sunbury 13, at Pittsburgh shops 18, at Harrisburg 18, at West Philadelphia 55, at Meadows 41, at South Amboy shops 22, and at the Lambertville shops 7 locomotives received general repairs. At the Renovo shops 4 new locomotives were constructed, 2 for the Philadelphia and Erie Railroad Division, to replace that number worn out, and 2 for the Northern Central Railway Company.

The car equipment has been kept in good order during the year, besides being improved by the rebuilding of cars to replace worn out equipment, and increased by the purchase of 222 coal cars from the Kittaning Coal Company. At Altoona there were built 400 Hopper Gondola coal cars for the Car Trust of Pennsylvania; 105 8-wheel coal cars, 72 box cars, and 6 passenger cars for the Northern Central Railway Company, 32 freight cars for Philadelphia and Erie Railroad Division, 3 passenger cars for Allegheny Valley Railroad, 1 baggage car for the West Jersey Railroad, and 1 passenger car for the Cumberland Valley Railroad, and 151 box, 161 stock, 203 Hopper Gondola, 9 8-wheel coal and 28 4-wheel cabin were rebuilt for the Pennsylvania Railroad. At the Renovo shops, 2 first-class passenger cars, 1 baggage, 9 box, and 1 gondola were rebuilt and charged to repairs.

On August 26 a request was made by the Post Office Department that a fast Limited Mail service be established between New York and Western cities. This required the construction of special cars, and as soon as the plans were decided upon the work was commenced at the shops at Altoona, and three new postal cars, and the same number of tender cars, were delivered at Jersey City ready for service on September 13th, the date named by the Post Office Department for starting the trains, the cars having been built and thoroughly finished in the remarkably short space of 11 days, a practical evidence of the excellent facilities of the car and machine-shops of the Company at Altoona. As an additional evidence of the capacity of these shops, mention may be made of the fact that

within fourteen weeks twenty-two first-class locomotives were commenced and completed, all the parts having been prepared from the raw material. There has been a very satisfactory decrease in the cost of construction and repairs in these shops, brought about by careful management, and by the perfecting of the system of templets and standards. The following are given as examples of the reduction made in this direction. In 1873 it required to construct a class C anthracite passenger engine, an amount of labor equal to 2,343 days for one man, while in 1875 this labor was decreased to 1874 days, or 20 per cent. On the C bituminous locomotives the days of labor have been reduced from 1821 in 1873, to 1625 in 1875, or 11 per cent. The actual number of days' labor of one man in building a first-class passenger car in 1873 was 889 days, as against 750 days' labor in 1875, a decrease of 15 $\frac{9}{10}$  per cent. In 1873, in the construction of a box-car, it required an amount of labor equal to 50 days for one man, and in 1875 30 days, a decrease of 40 per cent.

There was an average of 17 tons of castings per day turned out at the Altoona Foundry during the year, and the cost, including all expenses, was reduced to 1 $\frac{9}{10}$  cents per pound in the latter part of 1875.

The new wheel foundry established at Altoona in connection with the Company's Shops at that point was operated during 1875 with satisfactory results. There were 38,770 wheels manufactured during the year, costing \$441,608.97. Had the market prices been paid for these wheels, the cost to the Company would have been \$582,852.25, thus affecting a saving in this direction of \$141,243.28. These wheels have not been in service long enough to enable any comparative mileage statement to be made. The following statement of wheels placed in service in 1874, however, shows a favorable comparison between wheels made at Altoona, and those purchased.

	Percentage in service January 1, 1876, of Altoona Wheels.	Percentage in service January 1, 1876, of Wheels purchased.
Under passenger locomotives.....	34.31	21.78
“ freight locomotives.....	59.51	53.92
“ passenger cars.....	47.13	27.82

There has been an increase of standard locomotives in service as follows: Pennsylvania Railroad Division,  $4\frac{7}{10}$  per cent.; United Railroads of New Jersey Division,  $4\frac{1}{10}$  per cent.; Philadelphia and Erie Railroad Division,  $3\frac{2}{10}$  per cent. These percentages will be increased as the worn-out locomotives are destroyed, and their places filled by new ones of the standard adopted.

PERCENTAGE OF STANDARD LOCOMOTIVES IN SERVICE.

DIVISIONS.	Total number locomotives in service.	No. standard locomotives in service.	Percentage of standard locomotives.
<b>PENNSYLVANIA RAILROAD DIVISION.</b>			
Philadelphia.....	211	121	57.3
Middle.....	136	92	67.6
Pittsburgh.....	208	176	84.6
Tyrone.....	34	5	14.7
West Pennsylvania.....	30	11	36.7
Lewistown.....	3	2	66.7
Bedford.....	4	2	50.
Frederick.....	7	2	26.6
Total, 1875.....	633	411	65.
" 1874.....	647	390	60.3
<b>UNITED RAILROADS OF NEW JERSEY DIVISION.</b>			
New York.....	152	83	54.6
Amboy.....	64	3	4.7
Belvidere.....	49		
Total, 1875.....	265	86	32.3
" 1874.....	255	71	27.9
Philadelphia and Erie Railroad.....	146	48	32.9
Philadelphia and Erie Railroad, 1874.....	144	44	30.5
Grand total, 1875.....	1,044	545	52.2
" 1874.....	1,046	505	48.3

CONSTRUCTION AND EQUIPMENT.

The work on the new stock yards at West Philadelphia was prosecuted during the year, and sufficiently completed to enable them to be occupied. These yards were constructed after the most improved plans, and it is believed they will meet all requirements of the trade.

The fourth track was completed to Overbrook Station from West Philadelphia. At Pittsburgh, in accordance with contract between this Company and the City of Pittsburgh, Ellsworth and Penn Avenue overhead bridges were completed, and Highland Avenue bridge nearly finished. The fourth track was put in operation from Pittsburgh to East Liberty. Extensive track facilities were provided during the year for the accommodation of the Centennial business, both in West Philadelphia yard and near the Centennial grounds.

#### GENERAL REMARKS.

As indicated in the previous statements and reports for the various Divisions, it has been the constant effort of the officers in the Transportation Department to reduce to a minimum the cost of operating, and at the same time to move the traffic with safety and promptness, and to show at the end of the year a decided and noticeable improvement in the roads, equipment and appurtenances. The full loading of cars was constantly watched, and loads of engines supervised with the greatest care. Statements in detail were prepared monthly, and forwarded to the heads of the various departments, to show the cost of performing each kind of service. Reference is not made to the regular system of statements furnished by the Comptroller, but to those prepared by the General Superintendents, Superintendent of Motive Power and others, to enable each officer to compare the cost of doing work under his charge with all other officers doing similar work on the line. As an instance of the results accomplished in this way, the item of expense in handling coal delivered to engines on Pennsylvania Railroad Division, was  $18\frac{2}{10}$  cents per ton in 1874, and  $16\frac{1}{10}$  cents per ton in 1875, a decrease of  $2\frac{1}{10}$  cents per ton, and on the United Railroads of New Jersey Division, the rate was reduced from  $28\frac{6}{10}$  cents per ton in 1874, to  $16\frac{7}{10}$  cents per ton in 1875, a decrease of  $11\frac{9}{10}$  cents per ton. This, when the quantity of coal used by locomotives is considered, amounts to a large saving.

The new rules introduced November 14, 1874, for the government of the Transportation Department, have been in successful operation during the past year, and without any occasion for alterations being developed even in the unessential details.

Extensive preparations have been and are now being made to provide for the greatly increased passenger traffic anticipated during the Centennial Exhibition. New locomotives and cars have been built, new tracks laid, and in fact, all precautions have been taken to have the line and appliances in every respect equal to the demand expected to be made on them.

On account of the absolute necessity for the greatest promptness in the movement of the passenger and freight traffic, and the anticipated large addition to the passenger business, it is scarcely to be expected that the exceptionally low cost of movement per ton per mile in 1875 can be maintained in 1876. The decrease in the cost of passenger per mile, however, will largely overbalance any increase on the freight side.

During the year the plan introduced in the latter part of 1874 for the appointment of Assistant Road Foreman of Engines, for the special purpose of looking after the use of fuel, stores, etc., and Assistant Supervisors, to see that the standard specifications for track work were adhered to, has been perfected and the positions filled by men graduating from machine shops, engineering department, and drafting room at Altoona. The decrease in the consumption of fuel, and the improvement in the condition of the track is carefully looked after by these officers.

On July 1, this Company took possession, under lease, of the Hanover and York Railroad, Frederick and Pennsylvania Line Railroad, and the Littlestown Railroad, extending from York, Pennsylvania, to Frederick, Maryland, and Mr. Edmund L. Du Barry, formerly Superintendent of the Baltimore and Potomac Railroad, was appointed Superintendent. The roads are now operated as part of the Frederick Division of the Pennsylvania Railroad. On August 25th, 1875, Mr. Du Barry having resigned, Mr. H. H. Carter, Assistant Engineer of the Baltimore Division Northern Central Railway, was appointed to the position. On August 1st, 1875, the York Branch and the Columbia Bridge, formerly operated as a portion of the Philadelphia Division, were transferred to, and have since been operated as part of the Frederick Division, thus making that Division extend from Columbia to Frederick, a distance of 69.5 miles.

It is gratifying to be able to report that no personal injury, either serious or fatal, has occurred to the 14,456,864 passengers (total

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number for all the Divisions) carried during the year in the Company's passenger trains; also, that the losses on account of freight damaged or destroyed *in transitu*, have been, on the 15,772,722 tons carried, comparatively slight.

The results as set forth in the foregoing report, and the entire freedom from serious accidents, are evidences of the careful, prompt and efficient manner in which the duties of the several officers and the employees in their respective departments have been performed.

Very respectfully,

FRANK THOMSON,

*General Manager.*



PROPERTY OF  
HARVEY FISK & SONS,  
STATISTICAL DEPARTMENT.

THIS REPORT BELONGS OR TAKEN FROM OFFICE.

# ANNUAL REPORT

OF THE

Board of Directors

OF THE

## Pennsylvania Railroad Co.

TO THE

### STOCKHOLDERS,

*As presented at the Meeting, held March 13, 1877.*

Unable to obtain  
"Thirteenth" report  
contains  
man's report.  
10/20/22

E. C. MARK

MARY STREET.





THIRTIETH  
ANNUAL REPORT  
OF THE  
Board of Directors  
OF THE  
Pennsylvania Railroad Co.  
TO THE  
STOCKHOLDERS

*As presented at the Meeting, held March 13, 1877.*

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PHILADELPHIA:  
E. C. MARKLEY & SON, PRINTERS, 422 LIBRARY STREET.  
1877.



DIRECTORS  
OF THE  
**Pennsylvania Railroad Company**  
FOR THE  
YEARS 1877 and 1878.

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**BY THE STOCKHOLDERS.**

THOMAS A. SCOTT,  
JOSIAH BACON,  
WISTAR MORRIS,  
JOHN M. KENNEDY,  
ALEXANDER J. DERBYSHIRE.

SAMUEL M. FELTON,  
ALEXANDER BIDDLE,  
N. PARKER SHORTRIDGE,  
HENRY M. PHILLIPS,  
JOHN SCOTT, Pittsburgh.

**BY THE CITY OF PHILADELPHIA.**

GEO. MORRISON COATES,                      ALEXANDER M. FOX,  
WILLIAM ANSPACH.

**BY THE BOARD.**

GEORGE B. ROBERTS,      EDMUND SMITH,      A. J. CASSATT.

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*President,*

THOMAS A. SCOTT.

*Vice-Presidents,*

GEORGE B. ROBERTS,      EDMUND SMITH,      A. J. CASSATT.

*Assistants to the President,*

STRICKLAND KNEASS,      JOHN P. GREEN,      J. N. DOBARRY.

*Treasurer,*

BAYARD BUTLER.

*Secretary,*

JOSEPH LESLEY.

*General Solicitor,*

WILLIAM J. HOWARD.



# ANNUAL MEETING.

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*Philadelphia, March 13, 1877.*

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held this day at 10 o'clock, A. M., at Musical Fund Hall.

The Hon. William S. Stokley, Mayor of Philadelphia, was called to the Chair, and Mr. Joseph Lesley was appointed Secretary.

The Secretary read the call for the meeting, as follows :

“ OFFICE OF THE PENNSYLVANIA RAILROAD CO.

*Philadelphia, February 21, 1877.*

The Annual Meeting of the Stockholders of this Company will be held Tuesday, March 13, 1877, at 10 o'clock, A. M., at Musical Fund Hall, Locust Street above Eighth, Philadelphia.

JOSEPH LESLEY,  
*Secretary.”*

The minutes of the last meeting were read, and on motion, approved.

The reading of the Annual Report of the President and Directors for the year 1876 was then begun by the Secretary, but on motion of Mr. Stephen S. Remak, the further reading of it was dispensed with—the Report having been published in the newspapers for a week previous to the meeting.

Mr. Lewis Elkin offered the following resolution :

“*Resolved*, That the Report of the Board of Directors for the year 1876, to the Stockholders of the Pennsylvania Railroad Company be,

and the same is, hereby accepted and approved, and that the Board of Directors be hereby authorized to publish the same in pamphlet form and distribute to the Stockholders in the usual manner."

The resolution was unanimously adopted.

Mr. T. B. Cannon offered the following resolution :

*"Resolved, That the officers elected for the Pennsylvania Railroad Company for 1877'8 be, and are, hereby prohibited from issuing annual or trip passes over the Pennsylvania Railroad and Branches, except to employes in the service of the Company, and to them only when on Company business."*

After some discussion of the subject the resolution was, on motion of Mr. Charles H. T. Collis, referred to the incoming Board of Directors for such action as they may deem proper.

Mr. Wm. W. Hubbell offered the following resolution :

*"Resolved, That the Board of Directors be, and are, hereby authorized and requested to take into consideration, and if by them deemed expedient or proper, after paying eight per cent. dividend, to adopt and pursue the policy of investing the surplus net earnings of the Company in the stock and bonds of the Pennsylvania Railroad Company, until the outstanding stock shall not be less than sixty millions of dollars, and hold the stock and bonds so purchased, and the income thereof, on interest and dividend account, and as a contingent fund for extraordinary expenditures, or for extra dividends—all in their discretion."*

A lengthy discussion ensued upon the resolution, and the effect its adoption would have upon the financial policy of the Company.

On the question being taken, a large majority of the stockholders were found opposed to its adoption ; so it was not agreed to.

Mr. Charles H. T. Collis offered the following resolution :

*" Resolved, That the usual committee to nominate a ticket for Directors be appointed by the Chair, and that said committee so appointed hold over until the next annual meeting."*

The consideration of the resolution was, on motion, indefinitely postponed.

Mr. M. Hall Stanton offered the following resolution :

*" Resolved, That the thanks of the stockholders be, and the same are, hereby expressed to the President and Board of Directors of the Company, and to the Officers of the several Departments of the service, and their subordinates, for the integrity and great success with which they have conducted the business of the Company during the past year."*

The resolution was unanimously adopted.

Mr. Stanton then moved

That a vote of thanks be tendered to his Honor, Mayor Stokley, for the able and impartial manner in which he had presided as chairman of this meeting.

The motion was unanimously agreed to; when, on motion, adjourned.

WM. S. STOKLEY,

*Chairman.*

JOS. LESLEY,

*Secretary.*





# THIRTIETH ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,  
*Philadelphia, March 13, 1877.*

To the Shareholders of the  
Pennsylvania Railroad Company.

Your Directors submit the following Report for the year 1876.

## EARNINGS AND EXPENSES ON ALL LINES EAST OF PITTSBURGH AND ERIE.

The total earnings and expenses of your Main Line from Pittsburgh to Philadelphia, including branch and leased lines, and from Philadelphia to New York, including the Delaware and Raritan Canal, the Belvidere Delaware Railroad and the Flemington Branch, and of the Philadelphia and Erie Railroad, were as follows :

### GROSS EARNINGS

General Freights, - - - - -	\$21,132,560 23	
First-class Passengers, - - - - -	13,152,867 44	
Emigrant Passengers, - - - - -	184,671 56	
Express Matter, - - - - -	598,719 10	
Mails, - - - - -	377,747 68	
Miscellaneous, - - - - -	561,943 20	
Canal earnings (Delaware and Raritan Canal)	882,551 78	
		\$36,891,060 99

**WORKING EXPENSES**

Conducting Transportation, - - - -	\$8,134,868	55
Motive Power, - - - - -	6,233,018	90
Maintenance of Cars, - - - - -	1,997,347	83
Maintenance of Road, - - - - -	4,713,385	40
General Expenses, - - - - -	429,302	64
Canal Expenses (Delaware and Raritan Canal),	523,306	02
	<u>\$22,081,229</u>	<u>34</u>

Net earnings for 1876, - - - - - \$14,809,831 65

Deduct interest or rental charged on equipment used by

Philadelphia and Erie Railroad, - - -	\$243,986	03
Belvidere Delaware Railroad, - - -	25,528	85
Branch Roads, - - - - -	74,387	10
	<u>\$343,901</u>	<u>98</u>
	<u>\$14,465,929</u>	<u>67</u>

Deduct rentals paid

Philadelphia and Erie Railroad, - - -	\$920,547	22
Belvidere Delaware Railroad, - - -	210,366	48
Branch Roads, - - - - -	500,630	19
	<u>1,631,543</u>	<u>89</u>

leaving as net earnings from the operations of your lines, \$12,834,385 78

Net earnings for 1875, - - - - - 11,423,196 22

Increase net earnings as compared with 1875, - - - \$1,411,189 56

**SUMMARY**

of the net earnings of the Pennsylvania Railroad Company, and the distribution thereof:

Net earnings, Pittsburgh to New York;

Philadelphia and Erie Railroad; Branch

lines, and lines operated by the Company,

and of the Delaware and Raritan Canal, - \$14,465,929 67

Interest and Dividends received in money from

investments owned by the Pennsylvania

Railroad Company, - - - - - 2,832,572 69

Interest from investments received in money

with the lease of the United Railroads and

Canal of New Jersey, - - - - - 252,559 51

Total Amount available for rentals, interest

and dividends, - - - - - \$17,551,061 87

Out of which have been paid:	
Interest on Bonded and Floating Debt, Penn- sylvania Railroad Company, - -	\$3,571,126 41
Four quarterly Dividends of two per cent. each, on Pennsylvania Railroad Co.'s Stock, -	5,509,537 00
State Tax on dividends, - - - - -	495,862 83
State of Pennsylvania on account of purchase of Main Line, - - - - -	460,000 00
Rent of Harrisburg and Lancaster Railroad, -	134,228 56
Philadelphia and Erie Railroad, net earnings,	920,547 22
Branch roads connected with the Main Line, Pennsylvania Railroad, for earnings due them	500,630 19
Dividends, interest and rentals, &c., paid on account of lease of United Railroads and Canal of New Jersey, - - - - -	4,409,520 97
Centennial Construction and Expense Account, <u>\$115,855 23</u>	
	<u>\$16,117,358 41</u>
Balance to credit of Profit and Loss, - - - -	\$1,433,703 46
Profit realized on sundry items, open account in 1876, - - - - -	77,281 03
making total to credit of profit and loss, - - - -	<u>\$1,510,984 49</u>

It will be seen from the foregoing statement that the net earnings of the Company during the past year were sufficient to provide all the rentals, interest, dividends and other amounts due the lines operated by the Company; the expenses of maintaining the various organizations; the sum of \$460,000 to the State of Pennsylvania on account of the purchase and the interest thereon of the Main Line of Public Works, and a dividend to the shareholders, clear of State taxes, of eight per cent. on the capital stock, leaving a net balance of \$1,433,703.46. To this amount should be added the sum of \$77,281.03, as the profit realized on sundry items of open account in 1876, making the total amount carried to the credit of profit and loss for the year, \$1,510,984.49 and, as your Board of Directors

have caused the balance to the credit of Contingent Fund, \$2,000,000, to be merged into profit and loss—the balance to the credit of which at the last report was \$10,077,839.14—the whole amount to the credit of the latter account at the close of the year, would be \$13,588,823.63. Against this amount, however, your Board, upon the recommendation of the Finance Committee after examinations of the bonds, stocks and other assets of the Company, have directed sundry charges to be made, including amount charged off to reduce the insurance fund to a nominal sum; the depreciation of the value of materials on hand; one-half of the subscription of \$250,000 to the Centennial Stock; the discount on the Navy Yard bonds alluded to in the last report, and sundry open accounts carried into Suspense Account, including some of the stocks and bonds owned by the Company deemed of doubtful value, amounting in all to \$3,534,626.60 which, deducted from the above balance of \$13,588,823.63, leaves as the balance to the credit of profit and loss December 31, 1876, \$10,054,197.03.

In addition to the foregoing reserve the Company has, as an excess of actual property as stated in the last Annual Report, the difference between the cost of construction and equipment as charged in the General Account and the actual cash expenditure for those purposes, amounting to over \$27,000,000; to which may be added the largely increased value of the Company's real estate over its cost, estimated at several millions of dollars more.

It will be observed that the amount of earnings in cash received during the year from securities held by the Company was \$2,832,572.69, and that the entire interest of the bonded debt of the Company and such floating debt as existed during the year was \$3,571,126.41; all this interest therefore with the exception of \$738,553.72, was paid by the earnings from those securities.

The subject of the insurance of the property of the Company from loss by fire has received especial attention from your Board of Directors during the past year. The result has been the adoption of a system by which the Company will become its own insurer, and to cover any losses which may arise the following securities representing a cost of five hundred thousand dollars (\$500,000) have been placed under the charge of three trustees, designated Trustees of the Insurance Fund:

	Par value.	Cost.
Western Pennsylvania R. R. Co. bonds,	\$280,700	\$221,700 00
Steubenville and Indiana R. R. Co. bonds,	51,000	40,800 00
Summit Branch R. R. Co. bonds, - -	20,000	16,238 91
Susquehanna Coal Co. bonds, - -	260,000	221,261 09
	<u>\$611,700</u>	<u>\$500,000 00</u>

The experience of the Company in its insurance business has shown that the annual income from these securities (\$37,412 00) is more than sufficient to meet the average losses occurring during a year. It is intended that the accruing interest shall be added to the fund and invested from time to time by the Trustees, under the direction of your Board, after reimbursing the Company out of the fund for any losses by fire.

The investment in the above securities, although actually costing \$500,000, has been reduced to the nominal amount of \$10,000, by charging off the difference to profit and loss on the books of the Company. It is believed that the plan adopted is a prudent one, and will be sufficient to protect the Company from loss of its property by fire under any ordinary state of affairs.

Before the close of the year it was deemed advisable to keep the rail mills on your lines employed during the winter months, when they might otherwise be idle. To do this, the Company entered into an arrangement with the Cambria Iron Company and the

Pennsylvania Steel Company for the supply of steel rails that would be needed during 1877, those companies to make the rails at any time during the winter and the Pennsylvania Railroad Company to give them its vouchers for the amount inspected and delivered, payable at the times the rails would be required for use in 1877, say April, May, June and July. The amount of vouchers issued up to December 31, 1876, was \$338,131.71. These companies have thus been enabled to keep all their works and forces employed, and the arrangement has been advantageous to all parties. The vouchers as they mature will be paid out of current earning, and charged to expenses.

In the last Annual Report it was stated that there would be needed for purposes of construction and equipment during the year 1876, about \$3,500,000 to meet the requirements of the Main Line, and of the New Jersey Division. The amount expended within the year on all the lines, chargeable to these accounts, was \$3,087,025.32. It will be observed in the statistics of these accounts that the extraordinary outlay of capital incurred in connection with the Centennial Exhibition for the buildings, tracks and other facilities no longer required, has been deducted from the Income Account of the year, and not charged to construction and equipment.

The amount actually expended during the year for Construction, Equipment, and Real Estate, was as follows:

For Construction,

Pennsylvania Railroad proper, - - -	\$943,778 35	
United Railroads of New Jersey, - - -	280,869 69	
		<u>\$1,224,648 04</u>

For Equipment, - - - - -	646,159 34
For Real Estate, exclusive of Navy Yard property, - -	477,396 07
For extension of and new work upon branch and connecting roads controlled by this Company, - - - - -	738,821 87
	<u>\$3,087,025 32</u>
Making a total of - - - - -	

all of which sum is represented by new and valuable property for the future uses of the Company and its auxiliary lines.

In the above items is included the cost of the new passenger station at the corner of Thirty-second and Market streets in West Philadelphia. The plans for this building, as ultimately adopted, were much enlarged and improved upon those at first submitted. Its final cost was \$240,000. It is believed to be one of the most commodious and convenient passenger stations in the country, and is capable of accommodating the movement of more trains and traffic within a given time than perhaps any other in America. Had it not been for the great additional facilities which its construction afforded, it would have been impossible to handle the enormous passenger traffic of the Centennial year.

It is gratifying to be able to state that all the outlays required by the Company during the year were provided for out of its own assets and net earnings; that there has been no increase of its bonded indebtedness or of its capital stock, and that the Company is entirely free of floating debt. The Treasurer's Statement, appended to this Report, will show the exact financial condition of the Company, and its ample resources to meet all its obligations. It may be stated in this connection that at the close of the year a committee of your Board verified the list of bonds, stocks and other securities in the custody of the Treasurer, belonging to the Company as per the general ledger, and found them correct.

It is believed that the sum required for purposes of construction, equipment, and real estate, for the present year, on all their lines east of Pittsburgh and Erie, including branch roads, will not exceed two millions of dollars; and when it is considered that this sum is less than one per cent. of the actual capital invested in the various roads owned or controlled by your Company east of those cities, which is now over \$200,000,000, it may be considered as about the



minimum amount per annum that should be applied to the proper additions and extensions of your large properties, in order to place them in thorough condition to meet the increasing through traffic and the wants of the various branches of industry that will require new facilities.

## COMPARISONS FOR 1875

*Earnings and Expenses on all lines east of Pittsburgh and Erie.*

Gross earnings, 1876,	-	-	-	-	-	-	\$36,891,060	99
" " 1875,	-	-	-	-	-	-	34,464,104	38
Increase,	-	-	-	-	-	-	\$2,426,956	61
Gross expenses, 1876,	-	-	-	-	-	-	\$22,081,229	34
Rentals and interest on equipment, 1876,	-	-	-	-	-	-	1,975,445	87
							\$24,056,675	21
Gross expenses, 1875,	-	-	-	-	-	-	\$21,094,461	31
Rentals and interest on equipment, 1875,	-	-	-	-	-	-	1,946,446	85
							\$23,040,908	16
Increase,	-	-	-	-	-	-	\$1,015,767	05
Net earnings, 1876, after deducting rentals and interest on equipment, -	-	-	-	-	-	-	\$12,834,385	78
Net earnings, 1875, after deducting rentals and interest on equipment, -	-	-	-	-	-	-	11,423,196	22
Increase in net earnings, 1876,	-	-	-	-	-	-	\$1,411,189	56

The earnings per mile received from the 358 miles of Main Line in 1876 were \$51,916.92, showing an increase of earnings per mile of \$620.99 over the earnings of 1875.

The whole number of passengers carried in 1875 was 5,609,787, and in 1876 was 6,926,016, showing an increase of 1,316,229.

The average distance travelled by each passenger was  $41\frac{2}{17}$  miles, being 13 miles more than in 1875.

The number of tons of freight moved (including 677,636 tons of fuel and other materials for Company's use) was 10,600,547 tons,

embracing 4,837,896 tons of coal, exclusive of 501,236 tons of coal for Company's use.

It was the previous year 9,787,176 tons, showing an increase of 813,371 tons, or about  $8\frac{4}{10}$  per cent. The increase in coal tonnage was 106,460 tons.

The gross earnings of the Branch Lines leased and owned by the Pennsylvania Railroad Company, excepting the Philadelphia and Erie Railroad, the Belvidere Delaware Railroad, the Delaware and Raritan Canal Company, and the United Railroads of New Jersey, were :

In 1876, 605 miles in length, - - - - -	\$2,201,838 61
In 1875, 547 " " - - - - -	2,129,308 07
Showing an increase from Branches of - - -	<u>\$72,530 54</u>

The gross earnings of Branch Lines operated by your Company in 1876, as already stated, were - - - \$2,201,838 61

The expenses of operating them, including rentals and interest on equipment, were - - - - -	2,116,352 14
Showing a direct net profit of . - - - -	<u>\$85,486 47</u>

The actual cost of operating your Main Line in 1876, excluding branches, was  $58\frac{70}{100}$  per cent. of its receipts, and including branch lines,  $59\frac{9}{10}$  per cent. In 1875 the cost of operating your Main Line, excluding branches, was  $55\frac{87}{100}$  per cent., and including branches,  $57\frac{55}{100}$  per cent. The expenses of 1876 include many unusual outlays made to meet the possible requirements of the Centennial Exhibition.

The actual cost of operating the United Railroads of New Jersey, including branches, also the Belvidere Delaware Division and the Delaware and Raritan Canal in 1876, was  $58\frac{8}{10}$  per cent. of the receipts from transportation ; in 1875 it was  $68\frac{10}{100}$  per cent.

The actual cost of operating the United Railroads of New Jersey,

including branches, in 1876, was  $56\frac{2}{10}$  per cent. of the receipts from transportation : in 1875 it was  $68\frac{12}{100}$  per cent.

The actual cost of operating the Belvidere Delaware Railroad, including Flemington Branch, in 1876, was  $74\frac{5}{10}$  per cent. of its receipts : in 1875 it was  $71\frac{27}{100}$  per cent.

The actual cost of operating the Delaware and Raritan Canal was  $59\frac{4}{10}$  per cent. of its receipts : in 1875 it was  $50\frac{67}{100}$  per cent.

#### PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad in 1876, from

all sources, were	-	-	-	-	-	\$3,352,979 17
Total expenses of operating, were	-	-	-	-	-	2,188,445 92
Net earnings for 1876, -	-	-	-	-	-	1,164,533 25
from which deduct interest on equipment,	-	-	-	-	-	243,986 03
leaving balance to credit of Philadelphia and Erie Railroad, -	-	-	-	-	-	<u>\$920,547 22</u>
Decrease in gross earnings as compared with 1875, -	-	-	-	-	-	\$12,918 07
Decrease in expenses as compared with 1875, -	-	-	-	-	-	40,037 76
Increase in net earnings over 1875, -	-	-	-	-	-	27,119 69

The actual cost of working the Philadelphia and Erie Railroad in 1876 was  $65\frac{2}{10}$  per cent. of receipts ; in 1875 it was  $66\frac{21}{100}$  per cent.

The whole number of passengers carried in 1876 was 691,560, and in 1875, 612,402, showing an increase of 79,158 or about  $12\frac{8}{10}$  per cent.

The average distance travelled by each passenger was  $32\frac{4}{10}$  miles, being about  $7\frac{7}{10}$  miles more than in 1875.

The number of tons of freight moved (including 119,375 tons of fuel and other materials for Company's use) was 2,636,845, embracing 892,284 tons of coal.

It was the previous year 2,523,486 tons, showing an increase of 107,359 tons, or  $4\frac{25}{100}$  per cent.

## TRAFFIC STATISTICS.

The tonnage movement and mileage over your lines east of Pittsburgh and Erie, are shown in the following statements, where comparison is made with the results of the previous year :

## TONNAGE MOVEMENT OVER LINES EAST OF PITTSBURGH.

	1876.	1875.	Increase.	Decrease.
Main Line and branches..	9,922,911	9,115,368	807,543	.....
United Railroads of New Jersey.....	3,377,605	3,258,440	119,165	.....
Belvidere, Delaware, and Flemington branch.....	1,246,967	1,002,480	244,487	.....
Delaware and Raritan Canal.....	1,897,708	1,958,004	.....	60,296
Philadelphia and Erie.....	2,517,470	2,396,434	121,036	.....
Totals.....	18,962,661	17,730,726	1,292,231 60,296	60,296
Net increase .....	.....	.....	1,231,935	.....

The percentage of increase was  $6\frac{2}{10}$  per cent. over that of 1875.

## TONNAGE MILEAGE ON LINES EAST OF PITTSBURGH.

	1876.	1875.	Increase.
Main Line and branches .....	1,629,742,021	1,479,414,466	150,327,555
United R. Rs. of New Jersey	190,635,678	187,699,616	2,936,062
Belvidere Delaware, and Flemington branch.....	60,970,796	47,157,234	13,813,562
Philadelphia and Erie.....	340,390,703	311,919,109	28,471,594
Totals.....	2,221,739,198	2,026,190,425	195,548,773

The percentage of increase was  $9\frac{4}{10}$  per cent. over that of 1875.

Attention is particularly invited to the following table, showing the average earning, and average cost per ton per mile, and the resulting profit, on each of the Divisions worked by the Pennsylvania Railroad Company :

	Pennsylvania R. R. and Branches.	United Railroads of New Jersey and Branches.	Delaware Division.	Philadelphia and Eric Railroad.
Length of Road.....	963	293	80	288
Average earnings per ton per mile from transportation of freight.....	0.822 1000	1.737 1000	1.042 1000	0.776 1000
Average cost of transporting each ton of freight one mile.....	0.512 1000	1.582 1000	0.782 1000	0.504 1000
Average profit in transporting each ton of freight one mile.....	0.310 1000	0.175 1000	0.267 1000	0.272 1000

It will be observed that the average gross earning on freight upon the Main Line and branches, including through tonnage as well as local, was  $\frac{822}{1000}$  of one cent, or less than ten mills per ton per mile. The cost per ton per mile was  $\frac{512}{1000}$  of one cent; the average profit for transporting each ton of freight one mile being therefore  $\frac{310}{1000}$  of one cent, or 3  $\frac{1}{10}$  mills. The expense of moving 677,636 tons of coal and material for Company use, from which no revenue is derived, is charged against the paying tonnage, and included in the cost of  $\frac{582}{1000}$  of one cent per ton per mile.

The statements given beneath show the statistics of passenger travel over the lines of the Company, east of Pittsburgh.

## PASSENGER MILEAGE ON LINES EAST OF PITTSBURGH

	1876.	1875.	Increase.
Main Line and Branches.....	288,312,089	160,421,998	127,890,091
United Railroads of New Jersey.....	302,188,535	162,225,745	139,962,790
Belvidere Delaware, & Flemington branch..	10,282,524	6,469,323	3,813,201
Philadelphia and Erie .....	22,425,613	15,117,810	7,307,803
Totals.....	623,208,761	344,234,876	278,973,885

The percentage of increase over 1875 was 81 per cent.

The following table shows the average earning and average cost per passenger per mile, and the resulting profit, on each of the divisions worked by the Pennsylvania Railroad Company :

	Pennsylvania R. R. and Branches.	United Rail- roads of New Jersey and Branches	Belvidere Division.	Philadelphia and Erie Railroad.	All lines east of Pittsburgh.
Length of Road.....	963	293	80	288	1,624
Average earnings from each passenger per mile .....	1.363 1000	2.313 1000	2.321 1000	2.347 1000	2.066 1000
Average cost of trans- porting each passenger per mile .....	1.032 1000	0.866 1000	2.074 1000	2.104 1000	1.011 1000
Profit on each passenger per mile.....	0.331 1000	1.447 1000	0.247 1000	0.243 1000	1.055 1000

The foregoing statements show that the average earning per passenger per mile on all the Lines east of Pittsburgh was  $2\frac{066}{1000}$  cents,

and the cost  $1\frac{65}{1000}$  cents, resulting in a profit of  $1\frac{001}{1000}$  cents per passenger per mile.

The exceedingly low average earning on both freight and passenger business is attributable chiefly to two causes. The first was the unwise competition in all through competitive traffic forced upon the Trunk Lines under the seriously mistaken policy which endeavored to secure to certain of the Trunk Lines more than a due proportion of through business; an attempt which, while depriving the lines in great part of the profit which should legitimately result from their operation, failed to accomplish the object sought to be attained. The second cause of the low rate of earning was the policy adopted by the Company of aiding the mining and manufacturing interests of the Commonwealth, and especially of those along its lines, by making temporary reductions in its freight rates during the severe depression which continued in all branches of trade throughout the year. Your Board believe this latter course to have been judicious; otherwise a large number of important industries could not have remained in active operation. By the most rigid economy in every department and by the thorough maintenance of the road and equipment, the cost of movement per ton per mile was reduced to less than six mills; certainly a gratifying result. There has been moved over the Main Line and Branches during the year,  $8\frac{86}{100}$  per cent. more tonnage than in any like period since their construction.

In the month of December 1876, an arrangement was entered into between the several Trunk Lines, under which a considerable advance was secured upon the then prevailing unremunerative rates on through traffic. It is hoped that this may be improved upon, and be made permanent by adopting a proper system for dividing the business or its results, so that each of the various lines may have ensured to it a proper share of the traffic, and the public

be thereby relieved from the uncertainties and disadvantages attending the fluctuations of irregular rates. This done, the companies will be enabled to give greater facilities to the public and make sufficient profit in their operation to protect and remunerate the capital invested in them. This policy has received the earnest support of your Board of Directors, and it is believed that during the present year such a permanent plan as is above alluded to may be agreed upon, greatly to the benefit of the business interests of the country, and to the owners of railway property.

Before the close of the past year negotiations were concluded with the Baltimore and Ohio Railroad Company, whereby all the business that is competitive only between that company and your own has been placed on a basis to make all such traffic remunerative. This arrangement has been of great service to both companies, and will no doubt result in still further measures for the better protection and promotion of the interests of the respective companies.

The results of the operations of the Pennsylvania Canal Company, and of the anthracite coal properties in which your Company is interested, are given in the following statements:

## PENNSYLVANIA CANAL COMPANY.

Gross receipts,	-	-	-	-	-	-	-	\$409,773 46
Expenses,	-	-	-	-	-	-	-	241,081 41

Net earnings, 1876,	-	-	-	-	-	-	-	\$168,692 05
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being a decrease in net earnings from operating the Canal of \$35,339.82, as compared with 1875.

In addition to the above net earnings, the Company collected from the State, for overpaid taxes in previous years, - - 47,620 69

Total,	-	-	-	-	-	-	-	\$216,312 74
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## COAL INTERESTS

## THE SUSQUEHANNA COAL COMPANY

produced in 1876, 568.370 $\frac{1}{2}$  $\frac{2}{5}$  tons.

Its gross receipts were,	-	-	-	-	-	\$2,126,883 48
Expenses, including interest on bonds and mortgages, royalty, depreciation of live stock, and other property at mines,	-	-	-	-	-	2,112,823 42
						<hr/>
Net surplus over all expenses, interest, and depreciation,						\$14,060 06

The charge for royalty on coal mined, referred to in the last report, has been reduced from 25c. to 10c. per ton, that amount being considered sufficient to cover the purposes of sinking fund for bonds, and depreciation of property. All taxes, insurance and interest on indebtedness are included in expenses as above stated.

## SUMMIT BRANCH RAILROAD COMPANY

produced 241,706 $\frac{2}{3}$  tons of coal.

Gross earnings,	-	-	-	-	-	\$1,157,854 70
Expenses, including interest on bonded debt and charge on coal mined, to cover depreciation of lands,	-	-				1,070,114 24
						<hr/>
Net profit on business for year,	-	-	-	-	-	\$87,740 46

## LYKENS VALLEY COAL COMPANY

produced 155,165 $\frac{2}{3}$  tons of coal.

Gross earnings,	-	-	-	-	-	-	\$567,794 10
Expenses, including interest on old bonds, &c.	-	-					707,632 49
							<hr/>
Loss for year,	-	-	-	-	-	-	\$139,838 39

being a decrease in loss of \$153,459.32 as compared with last year.

## MINERAL RAILROAD AND MINING COMPANY

produced 320,700 $\frac{2}{3}$  tons of coal.

Gross earnings,	-	-	-	-	-	-	-	-	-	\$883,299	04
Expenses,	-	-	-	-	-	-	-	-	-	792,804	18
Net earnings,	-	-	-	-	-	-	-	-	-	90,494	86
Decrease as compared with 1875,	-	-	-	-	-	-	-	-	-	\$71,540	22

The aggregate results from the several Anthracite Coal Companies were as follows :

											Tons.
Total production 1876,	-	-	-	-	-	-	-	-	-	1,285,912	
Total production 1875,	-	-	-	-	-	-	-	-	-	1,390,001	
Decrease,	-	-	-	-	-	-	-	-	-	104,059	

In the month of December an arrangement was made with the Philadelphia & Reading Railroad Company for moving a portion of its anthracite coal traffic over your lines between Port Richmond and South Amboy, the Reading Company furnishing the engines, cars and train service, and your Company receiving a trackage which is satisfactory. This arrangement it is believed will be of great importance to the Philadelphia & Reading Railroad, and be an increasing source of revenue to your Company.

## LINES WEST OF PITTSBURGH.

The lines owned or otherwise controlled by your Company, west of Pittsburgh, over which all the large through traffic to and from the Pennsylvania Railroad east of Pittsburgh is handled, are all operated by the Pennsylvania Company, whose general office is at Pittsburgh. The earnings and revenues of the Pennsylvania Company are employed in providing for the liabilities of the Pennsylvania Railroad Company west of Pittsburgh, as assumed by the

Pennsylvania Company, and the revenues of such of the leased lines as exhibit a surplus are used by the Pennsylvania Company to meet such deficiencies as may arise in the operation of any of the other lines under its control.

The total earnings of the Pennsylvania Company, on lines managed by it, and through organizations controlled by it, for the year 1876, were	-	-	-	-	-	\$24,670,150	30
The Expenses for the same period were	-	-	-	-	-	17,414,507	55
Leaving net earnings of	-	-	-	-	-	\$7,255,642	75

From this are to be deducted rentals, interest, dividends, and liabilities of every kind chargeable thereto, (including the entire net earnings of the C. C. and I. C. Railway paid over to the Receiver under orders of Court, but not including additional liability, if any exist, under the lease now suspended and in litigation), also, interest on all bonds, floating debt and other liabilities of the Pennsylvania Company,	-	-	\$7,291,496	57
Leaving a net loss in 1876, on the lines west of Pittsburgh,	-	\$35	853	82
The entire expenditure made for construction and equipment, on all the lines west of Pittsburgh, for 1876, was	-	-	\$558,399	21

A large amount of steel rails, aggregating 20,514 tons, has been laid during the past twelvemonth on the lines west of Pittsburgh. On the southwestern lines all of the steel rails laid was charged to Expenses, and on the northwestern lines the difference between the cost of steel and iron rails, amounting to \$283,392.55 was charged to Betterments, for which item securities are received under the terms of the several leases. The detailed statistics of the working of these companies and their financial condition will be prepared and printed for the information of their shareholders as soon as their annual meetings are held, and any stockholder of the Pennsylvania Railroad Company who so desires may then obtain them.

It has been frequently charged by parties inimical to your Com-

pany's welfare that there were very large amounts of Pennsylvania Company's paper issued to the Pennsylvania Railroad Company for accommodation purposes, and endorsed by it. This statement is absolutely without foundation, as all of the Pennsylvania Company's paper in existence has been issued for the proper and necessary purposes of its own and subordinate lines.

On December 31, 1876, the Bills Payable of the Pennsylvania Company had been reduced to \$2,588,933.47. Of this amount the Pennsylvania Railroad Company received the sum of \$2,155,233.47 for advances made to the Pennsylvania Company to meet the requirements of the companies west of Pittsburgh in providing for the necessary construction and equipment on their lines during past years, and for other outlays requisite for the proper protection and improvement of the large properties committed to their charge. Of the above amount received by the Pennsylvania Railroad Company \$2,050,000 have been discounted, with its endorsement, to partly reimburse it for its advances to the Pennsylvania Company. It is proposed that all the floating indebtedness of the Pennsylvania Company shall be funded at an early date.

#### SUMMARY OF LINES EAST AND WEST OF PITTSBURGH.

Gross earnings, all lines, 1876, from traffic, - - - -	\$61,561,211 29
" expenses, excluding rentals, interest, dividends, &c., - - - -	39,495,736 89
Net earnings, - - - - -	\$22,065,474 40

#### FREIGHT TRAFFIC.

	Number of Tons.	Number of Tons one mile.
All Lines East of Pittsburgh and Erie, -	18,962,661	2,221,739,198
All Lines West of Pittsburgh, - -	12,129,970	1,373,123,360
	<hr/> 31,092,631	<hr/> 3,594,862,558

## PASSENGER TRAFFIC.

	Number of Passengers.	Number of Pas- sengers one mile.
All Lines East of Pittsburgh and Erie, -	18,363,366	623,208,761
All Lines West of Pittsburgh, - - -	7,030,359	259,353,848
	<hr/> 25,393,725	<hr/> 882,562,609

The average distance travelled by each passenger east of Pittsburgh and Erie was  $33\frac{4}{5}$  miles. West of Pittsburgh the average was  $36\frac{1}{5}$  miles.

## CENTENNIAL EXHIBITION.

In order to accommodate the immense passenger traffic of the Centennial year, it was necessary to make important changes in the system of tracks in the West Philadelphia yards and at the new Centennial station, all of which were accomplished in time to meet the requirements of the Company. A large passenger station was built immediately opposite the main entrance to the Centennial grounds, and the tracks for the incoming and outgoing trains were constructed in the form of a circle, so that there could be a continuous arrival and departure of trains without interference. This plan worked most satisfactorily; the risk of collisions or other accidents to trains was avoided, and the Company was not only enabled to provide for the increased number of trains over its own lines, but to furnish accommodations for the North Pennsylvania and Bound Brook Lines, and for the Philadelphia, Wilmington and Baltimore Railroad. The movement of all passenger and freight trains, to and from the Centennial Grounds and the station at West Philadelphia, was placed under the immediate charge of Charles E. Pugh, with a sufficient corps of officers under him to take prompt care of the great concentration of traffic at those points.

During the Centennial season, between the 10th of May and the 10th of November, 20,231 passenger trains, with 127,296 cars, and 2,343,499 passengers, arrived at the West Philadelphia station, Thirty-second and Market streets, and during the same period 22,372 trains, with 141,284 cars, and 2,612,213 passengers, arrived at the Centennial Station, making a total of 42,603 trains, with 268,580 cars, and 4,955,712 passengers. This large movement was accomplished without the slightest injury to any passenger. During the period referred to, 90 per cent. of this whole amount of passenger traffic was handled between the hours of 7 and 11 o'clock in the morning, and 4 and 7 o'clock in the afternoon.

The total amount of baggage received and delivered at the West Philadelphia, Centennial, Kensington and Market Street Ferry Stations, was 730,486 pieces, and of this aggregate but 26 pieces were lost or mislaid, the claims for which, as presented, amounting to the small sum of \$1,906.99.

It is believed that the volume of the passenger and freight traffic of the lines controlled and operated by the Pennsylvania Railroad Company during the Centennial season was largely in excess of that ever handled by any other company during a similar period. Its careful and successful movement reflects the highest credit upon the General Manager, and the officers under his charge on the various divisions of the line.

It is to be regretted that the rates received for this transportation were even less than that which your Company, under the arrangements made between the different railway lines, expected to receive. But while the revenue from the largely increased traffic was diminished by the great reduction in the rates, no doubt these rates induced a great many to visit the Exhibition that otherwise could not have done so. We trust that we shall see some important results in the future from the travel of the past year.

A permanent exhibition is now being established on the Centennial grounds at Philadelphia, growing out of the great one just closed, which will be of much interest to the people of the whole country. It will be the most extensive, thorough and complete display ever attempted in this country, excepting the International Exhibition of 1876. It will no doubt attract to the City of Philadelphia a very large number of visitors, and give to your lines additional traffic that they would not otherwise receive. Acting under the belief that your roads will be benefited by this, your Board authorized and directed that whatever results should accrue to the Company out of its original subscription to the Centennial Exhibition should be invested in the stock of the new Company. One-half of the original amount paid in as subscription to the Centennial has been charged to the profit and loss account of the past year, as set forth in this report.

#### GENERAL REMARKS.

During the year, fifty-nine hundred and ninety-nine tons of steel rails have been placed on the Main Line, and seven thousand and sixty-eight tons on the New Jersey Division, making an aggregate of 13,067 tons; all of which have been charged to expenses of maintenance of the line. Thirty-eight hundred and fifty-four tons of steel rails were laid on the Philadelphia & Erie Railroad, and charged to the expenses of that line.

Forty-nine first class locomotives, and 733 new box, stock and coal cars were built to replace worn out or inefficient rolling stock, in addition to maintaining in good condition all the balance of your large equipment, and making the necessary renewals thereto. All of these items were charged to expenses. The passenger equipment was also increased by one hundred and twenty-six passenger, and two mail cars, and their cost charged to construction and

equipment. All of this work was done at the Company's shops in Altoona.

It was found necessary to increase the number of coal cars in service upon your lines to meet the needs of the trade, and accordingly arrangements were made through the Car Trust of Pennsylvania to place upon the line 1000 eight-wheel coal cars of 15 tons capacity each, upon the same terms as those built in 1875, and as set forth in the Annual Report for that year.

The Block System of Signals has been extended over the whole line between Philadelphia and New York and between Philadelphia and Pittsburgh, and has added largely to the security and promptness with which the trains are moved.

The Stock Yards and Abattoir at West Philadelphia have been completed and in service for more than a year past, without the least annoyance to the community or injury to surrounding property. Their situation has been found most advantageous to the public.

The terminal facilities of the port of Philadelphia in connection with your lines have received a number of improvements during the year, and have shown themselves fully capable of accommodating the greatly increased commerce of the city.

In the month of August what was known as the "Coal Association" (of which your Company was not a member), on account of disagreement among the companies composing it, was dissolved, causing a large reduction in the prices of coal, and a great destruction of values. The anthracite coal business of your Company, being largely supplied to the west and south and other markets not much affected by the actions of the Coal Association, suffered but little in comparison with that of other companies whose chief markets were to eastern points.



The extensions of your branch lines were proceeded with as the development of their business required. The Columbia and Port Deposit Railroad was extended a distance of twenty miles, and will be completed to Port Deposit within the current year. The South-West Pennsylvania Railway was finished to Uniontown, a distance of seven miles, and arrangements have been made to extend it six miles to Fairchance Furnace this present year, to meet the demands of local business. The coke traffic upon that line has quite equalled expectation, and in addition to the large and valuable business in this product with the west a fair trade is growing up east of the mountains, where coke is beginning to be used in considerable quantity in connection with anthracite coal for smelting purposes. The East Brandywine and Waynesburg Railroad Company, whose road is leased to your Company, extended its line during the year to New Holland, a distance of ten miles. It is believed that this extension will increase the traffic of that line, as well as that of your own line.

Instructions have been given to complete the connection between the Main Line of the Pennsylvania Railroad and the Pittsburgh, Virginia and Charleston Railway, crossing the Monongahela River above the mouth of Turtle Creek. This connection will give the Company increased facilities for handling business to and from the southwestern lines via the Pittsburgh, Cincinnati and St. Louis Railway, as thereby a large portion of the through freight traffic will be passed around the yard in Pittsburgh, affording relief at that point, which is greatly needed. The extension of the Pittsburgh, Virginia and Charleston Railway to Brownsville, was not pressed during 1876, but arrangements are now being perfected by the local interests of the line, under which it is hoped that the road will be opened to that point before the close of 1877. This extension will add largely to the value of the portion of road already

constructed, and make it an important connection for your lines, and of much advantage to the city of Pittsburgh.

The Lewisburg, Centre and Spruce Creek Railroad has been extended 18 miles, and during the coming season will be further extended, developing a very fertile and valuable section of the State. This line connects with the Philadelphia and Erie Railroad at a point opposite Lewisburg, and when completed will be 45 miles in length.

The roadways, equipment and other facilities of the Northern Central and the Baltimore and Potomac Railway Companies were much improved during 1876, and are now in excellent condition to meet all the needs of the public.

It was found necessary during the past year, to discontinue the limited mail trains upon your lines, as the compensation which, under the law the Postmaster General was authorized to pay, was entirely inadequate for the extraordinary services required. The whole subject of increased mail facilities has been by Congress referred to a Commission, who are now investigating it with a view to making some recommendations for the re-establishment of limited mail trains, and providing a method of compensation that will be equitable to the companies and enable the Government to give the country the advantages of a greatly improved postal system.

Your Board, by a Special Committee of its members appointed for that purpose, has caused a very careful examination to be made of the actual condition of your Company's lines and equipment, and they take pleasure in reporting that these have not only been maintained in their previous good condition but great advancement has been made in the character of the superstructure, bridges and stations, and in the efficiency of the equipment. Your Board have no hesitation in stating that they believe your entire property was never in so good a condition as at present. From the testi-

mony borne by eminent foreign engineers who visited the United States during the last summer, many of whom made a very thorough inspection of your property, the conclusion may be safely reached that it is probably unsurpassed in its condition, form of organization and capacity for the economical movement of traffic.

The Treasurer's Report, with a complete list of the securities held by your Company, as examined and certified to by the Committee on Finance, will give its financial condition. The reports of the Comptroller and of the General Manager will be issued in pamphlet form in connection with this Report, and will give in detail the results of the operations of your lines and of each division thereof.

It is believed that many causes which have disturbed the country and depressed its business interests, have now been so far removed that we may expect the gradual restoration of confidence, and a moderate revival in all branches of trade. Your Board believes that your lines will continue to yield satisfactory results for the shareholders, and trusts that those attained during the past year may meet their approbation.

Your Board desires to express its acknowledgments to the Company's officers and employees for the diligent and satisfactory manner in which they have discharged their duties during the exceptionally active year just closed.

By order of the Board,

THOMAS A. SCOTT,  
*President.*

# TREASURER'S STATEMENT.

## GENERAL ACCOUNT.

To Capital Stock.....		\$68,870,200	00
“ First Mortgage Bonds due 1880.....	\$4,970,000	00	
“ General “ “ 1910.....	19,999,760	00	
“ Consol'd “ “ 1905.....	29,250,000	00	
“ Navy Yard Mortgage Registered Bonds due 1881.....	1,000,000	00	
“ Lien of the State upon the Public Works between Philadelphia and Pittsburgh, bearing 5 per cent. interest payable in annual instalments of \$160,000. applicable first to the interest, and the remainder to principal; the original amount of which was \$7,500,000 .....	4,795,107	97	
“ Ground Rents at 6 per cent. remaining on Real Estate purchased, amounting to.....	91,361	11	
		60,106,229	08
“ Accounts payable, viz.:			
Passenger balances due other Roads. ....	148,100	01	
Pay Rolls and Vouchers for December, 1876, paid in January, 1877.....	2,499,552	56	
Vouchers for Steel Rails to be used during 1877....	338,131	71	
Bills payable .....	None.		
Cash, Dividend due to Stockholders unpaid.. ..	144,488	50	
Dividend Scrip of December, 1873, outstanding.....	5,727	36	
Sundry Accounts due other Roads.....	2,246,909	66	
		5,382,909	80
“ Appraised Value of Securities owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		3,895,584	60
“ Equipment of Road and Canal owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		4,023,329	53
“ Balance to credit of Profit and Loss.....		10,054,197	03
		\$152,332,450	04

By Balance standing on the Books of the Company for the Construction of the Railroad between Harrisburg and Pittsburgh, including Branches to Indiana, Hollidaysburg and Morrison's Cove, also Branch to connect with the Pittsburgh, Virginia and Charleston Railroad; also, Bridge over the Susquehanna River at Columbia and Branch from Columbia to York, in all 325 miles, and cost of Stations, Warehouses and Shops, on the whole Road from Philadelphia to Pittsburgh.....	\$23,631,703	12
" Balance standing on the Books of the Company, for the purchase of the Philadelphia and Columbia Railroad.....	5,375,733	43
" Balance to debit of Equipment of Road, consisting of 935 Locomotives, 586 Passenger Cars, 162 Baggage, Mail and Express Cars, 17,318 Freight Cars, and 1,367 Road Cars—including Shop Machinery, and also including Equipment of Canal, consisting of Schooners, Barges and Tugs.....	17,395,080	05
" Cost of Real estate of Company and Telegraph Line,	8,079,349	73
" Extension of the Pennsylvania Railroad to the Delaware River, including Wharves and Grain Elevator	2,036,612	25
Total amount charged to Construction, Equipment and Real Estate Accounts for the Railroads between Philadelphia and Pittsburgh, comprising 1,121 <del>7</del> <sup>8</sup> miles of Single Track, including Sidings, Stations, Warehouses, Shops and Shop Machinery, Telegraph Lines, Canal Equipment, etc.,.....	\$56,518,478	57
OTHER ASSETS.		
By Cost of Bonds of Railroad Corporations.....	30,877,955	41
" " Capital Stocks of Railroad Corporations.....	29,460,807	87
" " Bonds and Stocks of Municipal Corporations, Coal Companies, Canal Companies and Bridge Companies, and investments not otherwise enumerated..	10,186,045	99
Total Cost of Bonds and Stocks belonging to the Company .....	70,524,809	27
*By Insurance Fund.....	10,000	00
" Bonds and Mortgages on Real Estate.....	3,500	00
" Amount expended for the purchase of Anthracite Coal Lands, Hazleton, Hamilton, Eastwick and other Tracts.....	843,789	32
" Appraised Value of Securities owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the Works of that Company.....	3,895,584	60
" Equipment of Road and Canal owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company .....	4,023,329	53
" Amount of Fuel and Materials on hand for repairs to Locomotives, Cars and Maintenance of Way, viz.:		
For the Pennsylvania Railroad.....	\$2,266,077	68
" United New Jersey R. R. & Canal Co.	955,212	93
" Philadelphia and Erie Railroad.....	340,450	70
" Amount of Bills and Accounts Receivable and amounts due from other Roads, including advances made to Railroad Corporations for Construction and purchase of Equipment used on their Lines, viz.:		
Philadelphia and Erie Railroad Company.....	\$273,398	66
United N. J. R. R. & Canal Co. Construction.....	97,896	58
" " Sink'g F'd & Redemp. Acc.	666,070	00
" " Real Estate.....	271,919	63
Other Companies.....	6,819,860	58
By Cash Balance in hands of the Joint Stock Bank, London, and other parties to pay Coupons due in January, 1877.....	1,208,725	93
" Cash Balance in hands of Freight and Pass. Agents,	1,758,400	77
" Cash Balance in hands of Treasurer.....	1,854,945	29
	3,613,346	06
	\$152,332,450	04

\* The Insurance Fund actually represents an asset of \$500,000—invested in the following securities:

\$200,000—Susquehanna Coal Company's Bonds, @.....	\$221,261	09
51,000—Steubenville & Ind. R. R. Co's ".....	40,800	00
280,700—Western Penna. R. R. Co's ".....	221,700	00
20,000—Summit Branch R. R. Co's ".....	16,238	91

\$611 700

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# LIST OF BONDS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 30, 1876.

NAME OF SECURITY.	No. of BONDS.	PAR VALUE.
Alexandria & Fredericksburg Railway 1st Mtge. 7 per cent. gold.....	522 \$1,000	\$522,000 00
Allegheny Valley R. R. Funded Debt Mtge. 7 per cent.....	3,405 1,000	3,405,000 00
Bald Eagle Valley R. R. 2d Mtge. 7 per cent.....	100 1,000	100,000 00
Baltimore & Potomac R. R. 2d Mtge. Income 6 per cent.....	1,764 1,000	1,764,000 00
Bedford & Bridgeport R. R. 1st Mtge. 7 per cent.....	1,000 1,000	1,000,000 00
Belvidere Delaware R. R. Consolidated Mtge. 7 per cent.....	1,200 1,000	1,200,000 00
Bell's Gap R. R. 1st Mtge. 7 per cent.....	30 500	15,000 00
Burlington Co. (Vincentown Branch) R. R. 1st Mtge. 6 per cent., overdue.....	30 500	15,000 00
Central Stock Yard & Transit Co. 7 per cent.....	300 1,000	300,000 00
City of Philadelphia 6 per cent. Loan.....		2,773 75
Cincinnati & Muskingum Valley R. R. 7 per cent.....	752 1,000	752,000 00
Columbia & Port Deposit R. R. 1st Mtge. 7 per cent.....	1,794 1,000	1,794,000 00
Columbus, Chicago & Indiana Central Railway 7 per cent. \$5,000,000 Loan.....	1,258 1,000	1,258,000 00
Columbus, Chicago & Indiana Central Railway 7 per cent. \$10,000,000 Loan.....	3,504 1,000	3,504,000 00
County of Clark, Illinois Bonds, 8 per cent.....	15 1,000	15,000 00
Danville, Hazleton & Wilkesbarre R. R. 1st Mtge. 7 per cent.....	173 1,000 134 500 120 200	264,000 00
East Brandywine & Waynesburg R. R. 1st Mtge. 7 per cent.....	44 500 909 100	112,900 00
East Brandywine & Waynesburg R. R. New Holland Extension 7 per cent.....	2 500 764 100	77,400 00
Erie & Pittsburgh R. R. 7 per cent. Equipment Loan.....	200 1,000	200,000 00
Frederick & Pennsylvania Line R. R. Judgment.....		115,000 00
"    "    "    1st Mtge. 6 per cent. {	16 1,000	16,500 00
Gold {	1 500	
Frederick & Pennsylvania Line R. R. 2d Mtge. 6 per cent. {	7 1,000	52,400 00
Gold {	4 500	
{	434 100	
Flemington R. R. & Transportation Co. 1st Mtge. 6 per cent.....	250 1,000	250,000 00
Indianapolis & St. Louis R. R. 1st Mtge. 7 per cent.....	440 1,000	440,000 00
"    "    "    Equipment 8 per cent.....	50 1,000	50,000 00
International Navigation Co. 1st Mtge. 7 per cent.....	1,489 1,000 17 500 25 100	1,500,000 00
Jersey City & Bergen R. R. 1st Mtge. 7 per cent.....	530 1,000	530,000 00
Amount carried forward.....		\$19,254,973 75

NAME OF SECURITY.	No. of Bonds.		PAR VALUE.
Amount brought forward.....			\$19,254,973 75
Lewisburg, Centre & Spruce Creek R. R. 1st Mtge. 7 per cent.....	1,843	1,000	1,843,000 00
Mansfield, Cold Water & Lake Michigan R. R. 1st Mtge. 7 per cent. Gold.....	1,600	1,000	1,600,000 00
Mifflin & Centre County R. R. 1st Mtge. 6 per cent.....	{ 100 200	{ 1,000 500 }	200,000 00
Mercer & Somerset Railway 1st Mtge. 7 per cent.....	500	1,000	500,000 00
Newport & Cincinnati Bridge Co. 1st Mtge. 7 per cent.....	1,200	1,000	1,200,000 00
Northern Central Railway 2d General Mtge. 6 per cent.....	1,000	1,000	1,000,000 00
Pennsylvania & Delaware Railroad, Judgment.....			6,834 42
Pennsylvania Canal Bonds 1st Mtge. 6 per cent.....	467	1,000	467,000 00
Pennsylvania Company 1st Mtge. 7 per cent. Gold.....	6,989	1,000	6,989,000 00
Pennsylvania Railroad 1st Mtge. 6 per cent.....	3	1,000	3,000 00
Perth Amboy & Woodbridge R. R. 1st Mtge. 6 per cent....	100	1,000	100,000 00
Philadelphia & Erie R. R. 6 per cent.....	1	1,000	1,000 00
" " " 6 per cent. Gold, General Mtge..	3,680	1,000	3,680,000 00
Pittsburgh, Cincinnati & St. Louis Railway, Consolidated Mtge. 7 per cent.....	100	1,000	100,000 00
Pittsburgh, Virginia & Charleston R. R. 1st Mtge. 7 per cent.. gold.....	1,583	1,000	1,583,000 00
Pullman Palace Car Bonds, 8 per cent.....	95	1,000	95,000 00
Richmond & Danville R. R. 1st Mtge. 6 per cent.....			212,500 00
" " " Consolidated Mtge. 6 per cent.. gold.....	1,337	1,000	1,337,000 00
Shamokin Valley & Pottsville R. R. 1st Mtge. 7 per cent.. gold.....	{ 739 180	{ 1,000 500 }	829,000 00
South West Pennsylvania Railway, 1st Mtge. 7 per cent.. " " " Certificate of Indebtedness, 7 per cent.....	1,000	1,000	1,000,000 00
Staubenville & Indiana R. R. 7 per cent.....	278	1,000	278,000 00
St. Louis, Vandalia & Terre Haute R. R. 2d Mtge. Convertible 7 per cent.....	225	1,000	225,000 00
Susquehanna Coal Co. 1st Mtge. 6 per cent.....	457	1,000	457,000 00
Trenton Delaware Bridge Co. 7 per cent.....	350	1,000	350,000 00
Warren & Franklin R. R. 1st Mortgage 7 per cent.....	{ 303 353	{ 1,000 500 }	482,000 00
Western Pennsylvania R. R. General Mtge. 7 per cent.....	1,200	1,000	1,200,000 00
" " " 1st Mtge. 6 per cent.....	10	1,000	10,000 00
Western Pennsylvania R. R. Branch, 6 per cent.....	{ 184 130 281	{ 1,000 500 100 }	277,100 00
TOTAL.....			\$45,286,408 17



# LIST OF STOCKS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 30, 1876.

NUMBER OF SHARES.	NAME OF SECURITY.		PAR VALUE
25,000	Allegheny Valley Railroad Company Stock.....	50	\$1,250,000
4,000	American Steamship Company Stock.....	100	400,000
3,682	Bald Eagle Valley Railroad Company Stock.....	50	184,100
60,852	Baltimore & Potomac Railroad Company Stock.....	50	3,042,600
300	Bells Gap Railroad Company Stock.....	50	15,000
25,000	Centennial Board of Finance Stock.....	10	250,000
6,500	Chartiers Railway Company Stock.....	50	325,000
22,000	Cleveland, Mount Vernon & Delaware Railroad Company Common Stock.....	50	1,100,000
9,029	Cleveland, Mount Vernon & Delaware Railroad Company Preferred Stock.....	50	451,450
25,544	Connecting Railway Company Stock.....	50	1,277,200
5,286	Cresson Springs Company Stock.....	25	132,150
4,744	Cumberland Valley Railroad Company Preferred Stock...	50	237,200
19,516	Cumberland Valley Railroad Company Common Stock...	50	975,800
64	Car Trust of Pennsylvania Stock.....	1,000	64,000
18	East Brandywine & Waynesburg Railroad Company Stock.....	50	900
1,906	Harrisburg & Lancaster Railroad Company Stock.....	50	95,300
1,529	Junction Railroad Stock.....	50	76,450
19,217	Jeffersonville, Madison & Indianapolis Railroad Stock...	100	1,921,700
1,000	Keystone Hotel Company Stock.....	100	100,000
5,624	Little Miami Railroad Company Stock.....	50	281,200
3,922	Louisville Bridge Company Stock.....	100	392,200
153½	Lewistown & Kishacoquilla Turnpike Road Stock.....		1
8,050	Newport & Cincinnati Bridge Company Preferred Stock..	100	805,000
48,420	Northern Central Railway Company Stock.....	50	2,421,000
18,000	North Western Ohio Railway Company Stock.....	50	900,000
70,231	Pennsylvania Canal Company Stock.....	50	3,511,550
160,000	Pennsylvania Company Preferred Stock.....	50	8,000,000
59,900	Common Stock.....	50	2,995,000
7,351	Pennsylvania Steel Company Stock.....	100	735,100
31,636	Philadelphia & Erie Railroad Company Common Stock...	50	1,581,800
48,000	Philadelphia & Erie Railroad Company Preferred Stock...	50	2,400,000
250	Philadelphia & Merion Railroad Company Stock, first instalment.....		1250
80	Philadelphia & Southern Mail Steamship Company Stock	125	10,000
60,000	Pittsburgh, Cincinnati & St. Louis Railway Preferred Stock.....	50	3,000,000
	Amount carried forward.....		\$38,932,951

NUMBER OF SHARES.	NAME OF SECURITY.		PAR VALUE.
	Amount brought forward.....		\$38,932,951
14,181	Pittsburgh, Ft. Wayne & Chicago Railway Company Special Stock.....	100	1,418,100
8,100	Pittsburgh, Virginia & Charleston Railway Company Stock.....	50	405,000
6,750	Pullman Palace Car Company Stock.....	100	675,000
18	Railway Equipment Trust of Pennsylvania Stock.....	1,000	18,000
6	Richmond & Danville Railroad Company Stock.....	100	600
3,520	River Front Railroad Company Stock. First instalment paid		17,600
39,802	Shamokin Coal Company Stock.....	25	995,050
6,019	South West Pennsylvania Railway Company Stock.....	50	300,950
507	Standard Steel Works Stock.....	50	25,350
8,370	St. Louis, Vandalia & Terre Haute Railroad Company First Preferred Stock.....	100	837,000
43,804	Summit Branch Railroad Company Stock.....	50	2,190,200
16,885	Susquehanna Coal Company Stock.....	100	1,688,500
20,000	Tyrone & Clearfield Railway Company Stock.....	50	1,000,000
1,551	West Jersey Railroad Company Stock, \$35 per share paid		54,285
19,837	Western Pennsylvania Railroad Company Stock.....	50	991,850
3,000	United New Jersey Railroad & Canal Company Stock.....	100	300,000
	TOTAL.....		\$49,850,436

### SUMMARY.

Par Value of Bonds.....	\$45,286,408 17
Par Value of Stocks.....	49,850,436 00
Total.....	\$95,136,844 17
Cost as per General Account.....	\$70,524,809 27



THIRTY-FIRST  
ANNUAL REPORT  
OF THE  
**Board of Directors**  
OF THE  
**Pennsylvania Railroad Co.**  
TO THE  
STOCKHOLDERS,  
*as presented at the Meeting, held March 12, 1878;*  
ALSO,  
PROCEEDINGS  
OF THE  
ADJOURNED ANNUAL MEETING  
OF THE  
STOCKHOLDERS  
*of March 25, 1878.*

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PHILADELPHIA:  
E. C. MARKLEY & SON, PRINTERS, 422 LIBRARY STREET.  
1878.



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1878.



DIRECTORS  
OF THE  
**Pennsylvania Railroad Company**  
FOR THE  
YEARS 1878 and 1879.

---

THOMAS A. SCOTT,  
JOSIAH BACON,  
WISTAR MORRIS,  
JOHN M. KENNEDY,  
SAMUEL M. FELTON,  
ALEXANDER BIDDLE,  
N. PARKER SHORTRIDGE,  
HENRY M. PHILLIPS,

D. B. CUMMINS,  
HENRY D. WELSH,  
ALEXANDER M. FOX,  
WILLIAM ANSPACH,  
JOHN PRICE WETHERILL,  
GEORGE B. ROBERTS,  
EDMUND SMITH,  
A. J. CASSATT.

---

*President,*  
THOMAS A. SCOTT.

*Vice-Presidents,*  
GEORGE B. ROBERTS,      EDMUND SMITH,      A. J. CASSATT.

*Assistants to the President,*  
STRICKLAND KNEASS,      JOHN P. GREEN,      J. N. DuBARRY.

*Treasurer,*  
JOHN D. TAYLOR.

*Secretary,*  
JOSEPH LESLEY.

*General Solicitor,*  
JOHN SCOTT.





# ANNUAL MEETING.

---

*Philadelphia, March 12, 1878.*

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held this day at 10 o'clock A. M., at Musical Fund Hall.

The Hon. William S. Stokley, Mayor of Philadelphia, was called to the Chair, and Mr. Joseph Lesley was appointed Secretary.

The Secretary read the call for the meeting, as follows :

“ OFFICE OF THE PENNSYLVANIA RAILROAD CO.

*Philadelphia, February 20, 1878.*

The Annual Meeting of the Stockholders of this Company will be held on Tuesday, the 12th of March, 1878, at 10 o'clock A. M., at Musical Fund Hall, Locust Street, above Eighth, Philadelphia.

JOSEPH LESLEY,

*Secretary.”*

By a vote of the meeting, the reading of the thirty-first Annual Report of the President and Directors, being for the year 1877, was proceeded with by the Secretary, questions being asked the President, from time to time, in relation thereto.

After the reading of the resolution appended to the report, viz. :

“ *Resolved*, that the creation of a trust, having for its object the purchase from time to time of the bonds and shares of other companies which are guaranteed by the Pennsylvania Railroad Com-

pany, and also of the bonded debt of the Pennsylvania Company, be, and it is, hereby approved; and that the in-coming Board of Directors be, and they are, hereby instructed and authorized to take such action, under the advice of counsel, as may in their judgment, be lawful, necessary, and best adapted to create such trust and to accomplish the objects for which it is designed,"

Mr. William M. Smith offered the following amendment :

*Provided*, that no portion of the net income of the Pennsylvania Railroad Company shall be set apart and used by the Board of Directors for the purposes of the said Trust, until there shall have been declared and paid to the stockholders of the Company dividends amounting to, at least, six per cent. per annum upon the share capital ;

*and provided further*, that after the payment to the stockholders of six per cent. in annual dividends, as aforesaid, there shall be set apart and paid over to the Trustees, for the purposes of the said Trust, such sum or sums of money as the Board of Directors, in their judgment, shall deem best for the interests of the Company, for which payments to the said Trustees, there shall not be substituted or issued by the Pennsylvania Railroad Company any bonds or stock or scrip, or any other evidence of debt or interest—bearing obligation in any form whatever.

A general discussion followed on various points in the report, and on its appended resolution ; when

Mr. Daniel Steinmetz offered the following resolution :

*Resolved*, that the annual report now before this meeting be referred to a Committee of seven stockholders, to be appointed by the Chair, who are hereby instructed, in conjunction with the Board of Directors, to make inquiry in regard to the several items of said annual report, more especially touching the proposition "to create a

trust for the purchase of certain securities," and report the result of their inquiries and such resolutions as may seem to them proper to recommend, to an adjourned meeting of stockholders to be held in this place on Monday the 25th inst., at 10 o'clock, A. M.—the action on the resolutions to be expressed through a stock vote to be taken at the annual election on the 26th inst.

The resolution was adopted.

Mr. John J. McCook offered the following resolution :

*Resolved*, that the Chairman of this meeting be requested to appoint a Committee of seven shareholders of this Company, to recommend, after conferring with the President, a ticket for Directors to be voted by the shareholders at the next annual election.

The resolution was adopted.

Mr. W. H. Sutton offered the following two resolutions :

*Resolved*, that no passes should be issued by this Company ; no free freight carried except for the Company itself, and all favoritism as to rates abolished.

*Resolved*, that in these times of diminished receipts and no dividends, it is imperatively necessary that the expenses of the road should be reduced to the lowest amount consistent with safety, and especially that the number of officers (deemed necessary when the road was doing a much larger business) should be cut down, and the salaries of the higher officials greatly lessened.

Both resolutions were referred to the Committee, to be appointed under the motion of Mr. Steinmetz.

Mr. Henry M. Phillips offered the following resolution :

*Resolved*, that the thanks of the shareholders of the Pennsylvania Railroad Company are justly due, and are hereby tendered, to

the Hon. William S. Stokley, Mayor of the City of Philadelphia, for his efficient protection of their property from damage and destruction, which so closely threatened it in July last.

The resolution was adopted unanimously.

The meeting was then adjourned to Monday, 25th inst., at 10 o'clock, A. M.

WM. S. STOKLEY,  
*Chairman.*

JOS. LESLEY,  
*Secretary.*

---

The Chairman appointed the following Committees:—

Under the resolution of Mr. Steinmetz:—

Messrs. DANIEL STEINMETZ,  
THOMAS POTTER,  
GUSTAVUS REMAK,  
D. B. CUMMINS,  
JOHN A. WRIGHT,  
LOUIS WAGNER,  
GEORGE S. FOX.

Under the resolution of Mr. McCook:—

Messrs. MORTON MCMICHAEL,  
JOHN PRICE WETHERILL,  
ISRAEL PETERSON,  
A. LOUDEN SNOWDEN,  
C. H. T. COLLIS,  
RICHARD SMITH,  
JAMES MAGEE.

## ADJOURNED ANNUAL MEETING.

---

*Philadelphia, March 25, 1878.*

Pursuant to the following resolution :

*"Resolved*, that the Annual Report now before this meeting be referred to a Committee of Seven Stockholders, to be appointed by the Chair, who are hereby instructed—in conjunction with the Board of Directors, to make inquiry in regard to the several items of said annual report, more especially touching the proposition 'to create a trust for the purchase of certain securities,' and report the result of their inquiries, and such resolutions as may seem to them proper to recommend, to an adjourned meeting of stockholders to be held in this place, on Monday, the 25th inst., at 10 o'clock, A. M., the action on the resolutions to be expressed through a stock vote to be taken at the annual election on the 26th inst.,"

adopted at the annual meeting of the stockholders of the Pennsylvania Railroad Company, held on the 12th inst., an adjourned meeting was held this day at 10 o'clock, A. M., the following notice therefor having been duly published :

**"OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY.**

*Philadelphia, March 13, 1878.*

An adjourned Annual Meeting of the Stockholders of this Company to receive and act upon the report of the Committee appointed at the Annual Meeting of the 12th instant, will be held on Monday, the 25th instant, at 10 o'clock, A. M., at Musical Fund Hall, Locust Street above Eighth, Philadelphia.

JOSEPH LESLEY,  
*Secretary."*

The Honorable William S. Stokley, Mayor of the City of Philadelphia, was in the Chair, and Joseph Lesley acted as Secretary.

The Chairman, on calling the meeting to order, was addressed by Mr. Daniel Steinmetz, Chairman of the Committee appointed under the above resolution, who then submitted a printed report, adding that there was appended thereto a minority report, which it had been deemed proper should be also submitted.

These reports were then read, as follows :

*Philadelphia, March 25, 1878.*

To the Stockholders of the  
Pennsylvania Railroad Company.

Your Committee appointed at the Annual Meeting of the Stockholders, held at Musical Fund Hall, in this City, March 12, 1878, under authority of the following resolution :

“ *Resolved*, that the Annual Report now before this meeting be referred to a Committee of seven stockholders, to be appointed by the Chair, who are hereby instructed—in conjunction with the Board of Directors, to make inquiry in regard to the several items of said annual report, more especially touching the proposition ‘to create a trust for the purchase of certain securities,’ and report the result of their inquiries, and such resolutions as may seem to them proper to recommend, to an adjourned meeting of stockholders to be held in this place, on Monday, the 25th inst., at 10 o’clock A. M., the action on the resolutions to be expressed through a stock vote to be taken at the annual election on the 26th inst.”

Would respectfully report,

That upon being notified of their appointment they entered upon the duties committed to them. They prepared a list of questions upon subjects concerning which it was thought that the stockholders desired information, and submitted the same to the President of the

Company, who answered them in writing. Many other questions were examined and discussed with the President and Officers of the Company.

The result of such inquiries, answers, and interviews, is submitted to the stockholders, with the remark that the time allotted to the Committee was altogether insufficient to make any more thorough examination. They have had, necessarily, in forming their judgment, to depend on the facts and opinions elicited from the answers to the interrogatories and at the interviews held.

#### LEASED LINES.

Your Committee was supplied with a statement giving a list of the leased lines, the date of lease, time of duration and terms. A portion of this information will be found in Appendix A and C of the report of the Board of Directors presented at your meeting, March 12, 1878.

Since the 15th of May, 1874, only two short lines have been leased by your Company, and these on the basis of cost of operating, which was declared at that date to be the settled policy of the Company as to any leases which should be thereafter made, and it was then also determined, that no further liability should be incurred on account of guarantees.

#### CAR TRUST COMPANIES.

The institution of car trust companies affords a ready means by which railroad companies can make necessary additions to their car equipment without advancing the money to purchase such equipment. The car trust company builds the cars, and the railway company leases them at such an annual rental as will within eight or ten years pay for them in full, the railroad company becoming, at the expiration of the period fixed, the owner of the cars. This method has been largely adopted by railroad companies, and has been approved by their experience.



## EMPIRE TRANSPORTATION COMPANY.

On pages 67 and 68 of the Company's report will be found a statement of the property purchased from the Empire Company, and the mode of payment therefor. No liability was incurred by your Company other than as lessee of the cars from the Car Trust Companies. The net results of the operation of the Empire Company's lines have been very favorable so far as the transportation of oil is concerned, and reasonably profitable in the transportation of merchandise.

As to contracts held by the Empire Transportation Company, the President of your Company reports to this Committee as follows: "All the contracts under which the Empire Transportation Company operated the Empire and Green Lines have been continued. As these contracts were entered into for the mutual advantage of the parties thereto, and as the mutuality of interest still continues, there is no reason to anticipate any desire for their termination."

## ADAMS EXPRESS COMPANY.

The relations of the Adams Express Company to the Pennsylvania Railroad Company, are simply those of shippers over your Company's lines, under arrangements alterable and terminable on short notice, the terms being considered by the Directors of your Company as profitable to the road. The Express Company, at its own expense, collects its freight from shippers, issues its own bills of lading, provides its own offices, depots, and employés; attends to the delivery at points of destination, and is responsible for all loss or damage. As your Company thus has assured to it a good income upon this class of freight, without expense, and with absolute protection against responsibility arising from loss or damage to property, or loss of life to the employés of the Express Company, it would seem unwise for the Pennsylvania Railroad Company to assume the express business, involving necessarily largely increased expenses

for employ  s, offices, and depot facilities, and an amount of responsibility from loss of money and other freight that would undoubtedly diminish the revenues of the road. The operations of the Adams Express Company are of such a character that they can be much better performed by a private corporation than by a railway Company.

It having been stated that several of the prominent officers of your Company were owners of the stock of the Adams Express Company, your Committee deem it proper to state that they have been furnished with satisfactory evidence showing that none of the officers of your Company are now interested in the stock of the Express Company, and with the single exception of the ownership of one hundred shares, have not been for the last ten years ; under the Pennsylvania Railroad Company's rules that stock was sold some time ago. The following rules adopted by the Directors of your Company for the government of its officers, agents, and employ  s, are inserted for the information of the shareholders :

"No member of the Board shall, on behalf of this Company, negotiate any contract or arrangement for work or materials for the use and benefit of this Company to be done or furnished by any company or partnership in which he may have an interest, nor shall he be entitled to vote on the acceptance or approval of any purchase or contract in which he is interested."

"No officer, agent, or employ   of the Company, shall be concerned directly or indirectly in any contract, arrangement, or engagement for doing work or furnishing materials to the Company, or be connected with any other company, person, or firm engaged in the transportation of persons or property over its lines, or be interested in any manner whatsoever in any business done with the Company when transacted by others over its lines."

## PENNSYLVANIA COMPANY.

The organization of the Pennsylvania Company as a corporation or bureau was considered by the direction of your Company, in 1870, as an absolute necessity, by which the aggregated business upon the lines west of Pittsburgh, embracing over 3,000 miles, could be handled, and the details thereof closely followed on all the different roads and branches under the Company's charge. The President of your Company reports to this Committee "that it is to-day performing its functions in a way that is valuable to the shareholders of the Pennsylvania Railroad Company." Said Company being the sole owners of the shares of the Pennsylvania Company, any profits arising from its operations accrue to the benefit of the treasury of your Company.

## MAINTENANCE OF WAY.

The cost of maintenance of way upon the New Jersey Roads in 1877 was heavy. It was due to the necessity of rebuilding bridges, relaying rails, and cross-ties, and maintaining and improving the road-bed, both upon the Main Line and Branches, and to the necessity of employing a large force of watchmen in the many towns and populous districts where the crossings are mostly at grade. The wear and tear of the equipment, especially where, as on this portion of your lines, many trains must be run at high rates of speed, is very largely dependent upon the good condition of the track and road-bed, and no money is more economically expended than that appropriated to the keeping up of the track and road-bed to the most perfect condition. No items are charged under this head which do not properly belong thereto.

## BASIS OF VALUATION OF SECURITIES.

The value of the securities held by your Company is determined after a full examination of each item by the proper officers of the

Company, in connection with the Finance Committee, the result of such examination and valuation being approved by the Board.

#### BASIS OF VALUATION OF EQUIPMENT.

The cost of equipment is charged to the account when purchased or built. When a locomotive or car is injured, wears out, or is destroyed, it is repaired or replaced by new equipment, and the cost charged to operating expenses. The result is, owing to the increased size, weight, and power of locomotives as now constructed, and the improved construction of cars, the equipment account as charged upon the books of the Company, represents a much smaller amount than its present cash value.

#### ADVANCES TO RAILWAY COMPANIES.

In all cases where the Pennsylvania Railroad Company was called upon to make advances to any companies upon whose obligations it is a guarantor, they are included in the Treasurer's report, and are not additional obligations.

#### PROFIT AND LOSS ACCOUNT.

(See page 37 of Report.)

The amount of \$7,910,387.90 represents the total reduction in the valuation of the bonds, stocks, &c., held by the Company December 31, 1877. The amount of \$941,633.95 is made up of sundry accounts charged to loss, they being considered of no value. The amount of \$1,246,225.86 represents accounts charged off the books as *loss*, yet kept in a supernumerary book under head of suspense account, so that their existence shall not pass from the knowledge of the officers of the Company, in case said accounts should have a future value.

#### NUMBER OF CHIEF OFFICERS AND THEIR SALARIES.

A list of such officers and their salaries was furnished your Committee, and so far as they have been able to learn of the

duties of such officers, they are satisfied that the number is not beyond the requirements of the Company, and that the salaries, in many cases, are below those paid by other roads for a like service.

#### REPORT TO AUDITOR GENERAL.

The apparent discrepancy between the reports made annually by the Pennsylvania Railroad Company to the Auditor General of the State of Pennsylvania, and its reports made to the shareholders of the Company, is due to the fact that the answers to the questions in the Auditor General's report do not include all the operations of this Company as fully as does the report to the shareholders. While all the facts reported to the Auditor General are correct, yet owing to the peculiar nature of the questions, no proper judgment of the yearly operations of the Company can be formed, and as far as the receipts are concerned, they cover only the gross operating receipts from the Pennsylvania Railroad and Branches within the State of Pennsylvania, while all the expenses, dividends, interest, &c., are stated; but the reports to the stockholders show the receipts from all lines operated and the interest from bonds and stocks held by it.

#### LOSS IN PITTSBURGH IN 1877.

On pages 73 and 74 of the report, will be found a full statement of the loss at Pittsburgh. As repairs are made to replace this loss, they are charged to "Allegheny County." On page 74 will be found the opinion of the Board as to the probable recovery of this account.

#### FLOATING DEBT.

The general account of the Pennsylvania Railroad Company shows its floating debt December 31, 1877, to have been \$1,500,000, and that of the Pennsylvania Company (see Appendix I of Report), \$2,993,699.99. To meet the floating debt of the Pennsyl-

vania Company, as explained upon page 58 of the Report, there are \$3,200,000 of Pennsylvania Company's bonds, secured by \$4,000,000 of 7 per cent. special guaranteed stock of the Pittsburgh, Fort Wayne and Chicago Railway Company. As the bonds are sold, the proceeds are applied to the reduction of the floating debt on account of which they were issued.

#### FREE PASSES, FREE FREIGHT.

As to the subject of free passes, which has been referred to your Committee, they are of the opinion that the question can safely be left to the discretion and decision of the incoming Board. As to the transportation of freight free of charge, your Committee are assured that none is shipped over the road except for Company purposes.

#### TRUST FUND.

In the report of the Board of Directors on page 76, the fixed liabilities on the guaranteed endorsements of the Pennsylvania Railroad Company are stated at \$178,016,293.11. The Committee fear that the statement in the report is liable to misapprehension, and therefore make the following explanation as aiding in the better understanding of the character of these liabilities.

The capitalized amount of the liabilities of the Pennsylvania Railroad Company on account of endorsements of bonds as guarantor, or for rentals as lessee, is stated in the Report of the Board at - - - - - \$178,016,293 11

Deducting the amount representing the capitalized principal of the stocks upon which the Company guarantees certain dividends, and upon which, therefore, its utmost liability is confined to the dividends themselves, - - 68,699,697 10

we obtain - - - - - \$109,316,596 01

as the amount of the bonds upon which the Company is a guarantor directly or indirectly.

Upon these bonds the Pennsylvania Railroad Company is a direct guarantor of principal and interest as follows :

Under the lease of the United Railroads of New Jersey, to the amount of - - - - - \$25,496,700 00

On other lines east of Pittsburgh and Erie, embracing the Philadelphia and Erie, West Pennsylvania, Chartiers, Connecting and Junction Roads, and the Susquehanna Coal Company, on which it is the sole guarantor, and the Allegheny Valley, and Baltimore and Potomac, on which the Northern Central and Philadelphia and Erie Companies are co-guarantors, 32,450,266 66

And on the lines west of Pittsburgh and Erie to the amount of - - - - - 3,150,000 00

In all, - - - \$61,096,966 66

On the bonds of the Pennsylvania Canal Company, 3,000,000 00  
(interest only guaranteed.)

On the lines west of Pittsburgh and Erie the indirect guarantees of the Company, through leases directly made to it, are - - - 30,942,629 35

And through leases made to your Western Lines, 14,277,000 00

Making up the total as above, of - - - \$109,316,596 01

It must be borne in mind that the bonds which the Pennsylvania Railroad Company has guaranteed, have for their security railway property entirely distinct from the Main Line of your Company, so that in case of foreclosure, or by the purchase of these bonds, your Company would practically become the owners of the roads upon which these securities are a lien, and upon which, in many

cases, large sums of money outside of the mortgage debt have been expended.

In the case of the United Railroads of New Jersey, the Pennsylvania Railroad Company agreed to pay their bonded debt as it became due, the lessor being bound to furnish new bonds to a corresponding amount with which to pay off the maturing loans, so that the only practical liability connected with the principal of maturing bonds would be in case the new bonds did not bring par, in which case the Pennsylvania Railroad Company would have to make up the deficiency. As these bonds now sell at from 107 @ 109, it will be readily seen that no deficit is likely to occur from that source; on the contrary, as the lease stipulates that the excess in the proceeds of the new bond shall enure to the lessee, they are much more likely to become a source of profit.

The same state of facts exists with the bonds of the Fort Wayne, Cleveland and Pittsburgh and other roads west of Pittsburgh, constituting the larger portion of your liabilities in connection with the Western Lines. The lessor Companies agreed in the same way to supply new bonds to take the place of maturing obligations, and many of their securities are selling in the market at from 105 @ 120, and it is very hard to obtain them even at these prices—so that it will be readily seen there can be no difficulty in securing their renewal, if found expedient.

After a full and free interchange of opinion with the Board of Directors, in reference to the advisability of a Trust, the Committee believe that a Trust for the purposes stated will be prudent and wise, and recommend that in principle it be adopted, and that the details of the same be referred to the incoming Board of Directors.



## DIVIDENDS.

It may be well to call the attention of the stockholders to the fact that the cash dividends have, in the past, been large, amounting to the present date, to an aggregate of \$111.75 per share, being a return of 223½ per cent, and also stock dividends of 40 per cent., making a total dividend in 30½ years of 263½ per cent., being an average of a fraction more than 8½ per cent. per annum.

## CONCLUSION.

Your Committee have thus in as condensed a form as possible endeavored to answer the various questions suggested at the meeting of March 12, and referred to them for examination; they also desire to report that they had a lengthy conference with the Board of Directors, at which the conditions and prospects of your Company as well as the advisability of the proposed trust fund were fully and freely discussed.

While the Committee does not wish to recommend rules or limit the management in the control of the finances of the Company or in the details of the Trust, yet in expressing the following opinions as their conclusions in regard to the general condition of the Company, its management, and future policy, so far as they have been able to examine the matter in the brief time allotted to them, they feel they consult the interests and the understood wishes of the shareholders:

1. That the management of the road has been intelligent and faithful, and with a continuance of prudent and cautious administration there is no cause for apprehension of disastrous results in the future.

2. That while your Company has been since 1873, and is now suffering in net earnings by reason of low rates, the continued depressed condition of the country, and especially from the large amount of guaranteed obligations of other lines, bearing a high rate of inter-

est, incurred during the years of inflation immediately preceding the late panic; yet encouragement for the future is found in the fact that the tonnage of the main line and all its connections is steadily increasing, giving reasonable ground to anticipate, before long, an increase of rates; and notwithstanding the extent of the obligations above mentioned, they have all been promptly met out of the earnings of your lines—even during the past year of almost unexampled depression and special disasters.

3. That the policy of the Directors as approved in May, 1874, of limiting the extension of the liabilities of the Company in leasing new lines, or increasing the guaranteed liabilities either of the Pennsylvania Railroad Company or of the Pennsylvania Company, is hereby approved, and should be strictly adhered to.

4. That the interests of the Company require on the part of the managers the strictest economy, as well in the employment of officers and other labor, as in the purchase of property, straightening the track, erection of buildings, or other improvements not absolutely necessary to the economical administration of the road, and recommend the sale of any property that may not be required for the current business of the Company.

5. That the net profits of the Company be applied to the reduction of the floating debt as rapidly as the Board of Directors may deem advisable for the interests of the Company.

6. From the dividends to be declared from the net profits of the Company an amount not exceeding two per cent. per annum on the capital stock of the Pennsylvania Railroad Company, should be invested in a trust, "having for its object the purchase from time to time of the bonds and shares of other companies which are guaranteed by the Pennsylvania Railroad Company, and also of the bonded debt of the Pennsylvania Company," in such form as the

Directors shall deem for the best interests of the stockholders and the future prosperity of the Company.

Your Committee beg to state that it would have been impossible for them to have made any satisfactory progress in the matters committed to their charge, had it not been for the prompt manner in which their various inquiries were met by the Company.

The Committee would respectfully recommend the adoption of the resolution appended to the Report of the Board of Directors, as follows:

*“Resolved*, that the creation of a trust, having for its object the purchase from time to time of the bonds and shares of other companies which are guaranteed by the Pennsylvania Railroad Company, and also of the bonded debt of the Pennsylvania Company, be, and it is, hereby approved ; and that the in-coming Board of Directors be, and they are, hereby instructed and authorized to take such action, under the advice of counsel, as may, in their judgment, be lawful, necessary, and best adapted to create such trust, and to accomplish the objects for which it is designed :”

And that the ballots for the approval or disapproval of said resolution shall be deposited with the judges of the election for Directors, to be held on the 26th day of March instant, and that the judges of said election receive the ballots, and publish the result.

Very Respectfully,

DANIEL STEINMETZ,  
GUSTAVUS REMAK,  
D. B. CUMMINS,  
JOHN A. WRIGHT,  
LOUIS WAGNER,  
GEORGE S. FOX.

*Philadelphia March 25, 1878.*

To the Stockholders of the  
Pennsylvania Railroad Company.

The undersigned one of the Committee appointed by the Honorable William S. Stokley, Chairman of the Annual Meeting of the Stockholders of the Pennsylvania Railroad Company, held at Musical Fund Hall, March 12, 1878, to examine the report presented by the Directors of the Pennsylvania Railroad Company, but more particularly touching the resolution appended to said Annual Report,

To wit :

“ *Resolved*, that the creation of a Trust, having for its object the purchase from time to time of the bonds and shares of other Companies, which are guaranteed by the Pennsylvania Railroad Company, and also of the bonded debt of the Pennsylvania Company be, and it is, hereby approved, and that the incoming Board of Directors be, and they are, hereby instructed and authorized to take such action under the advice of counsel, as may in their judgment be lawful, necessary, and best adapted to create such Trust, and to accomplish the objects for which it is designed :”

Begs to report as follows :

This resolution is the substance of the reference.

The undersigned could endorse the statements and recommendations contained in the report prepared and submitted by the majority of the Committee, except the recommendation for an immediate approval of the said resolution by the stockholders at their meeting to-day, and their stock vote in favor of or against the resolution to be taken to-morrow at the time and place of holding the annual election for Directors for the year 1878.

The undersigned was willing to join in the recommendation of the reference of the principle of said Resolution to the considera-

tion of the incoming Board of Directors, and to request them to take into consideration the subject of said trust, and during the coming year perfect a plan for its organization and management; and, at the annual meeting in 1879, submit it for the approval of the stockholders by a stock vote.

The undersigned could not endorse the *immediate* creation of a trust of such magnitude, which was unexplained by those recommending it; the Board of Directors of the Pennsylvania Railroad Company being themselves divided in opinion on the subject of such a trust.

The undersigned could not ask the stockholders to vote for a measure which may involve two (2) per cent. of their yearly dividends amounting annually to \$1,377,404, and extending over an untold number of years, until the \$180,516,293.11 of guaranteed liabilities are absorbed in said trust, without giving the whole body of stockholders ample time to consider the subject which they were asked to vote upon. No such time will be given, if the vote be taken on the Report on the 26th inst., as proposed. If the entire subject should remain open for consideration for one year, it would afford the incoming Board of Directors an opportunity to perfect a Trust scheme worthy of such a corporation; and if the Trust be as meritorious as its advocates claim it to be, one year of consideration and discussion, will but more and more bring to light its inherent virtues.

It is due to the stockholders that such time for consideration be given, in order that, if they have any right to vote on this question, they may do so intelligently.

The reasons, therefore, that the undersigned would give for postponing action on this Resolution for one year, are as follows:

1st. Because sufficient time has not been afforded to the stockholders of the Pennsylvania Railroad Company to understand the details of this Funding Trust.

2d. The Board of Directors of the Pennsylvania Railroad Company are themselves divided in opinion, on the subject of said Trust.

3d. The financial condition of the Pennsylvania Railroad Company is not such as to warrant any appropriation of the net earnings during the present year to such a fund.

4th. The first duty of the Directors of the Pennsylvania Railroad Company is to pay to the stockholders a dividend out of the net earnings of the Company.

5th. The funding scheme is of too much importance, involves too many interests, and affects the savings of the industrious poor to such an extent, that no hasty action upon it can be justified.

The undersigned therefore respectfully submits the following Resolution, and recommends its adoption.

*Resolved*, that the creation of a Trust, having for its object the purchase, from time to time, of the bonds and shares of other companies which are guaranteed by the Pennsylvania Railroad Company, and also of the bonded debt of the Pennsylvania Company, be, and is, hereby referred to the incoming Board of Directors to take such action under the advice of counsel as may be lawful and best adapted to create such Trust; to perfect rules and regulations for its organization and government, and also to report the names of the Trust Company, and the names of the Trustees, together with the probable annual cost of said Trust, to the stockholders at their annual meeting in Philadelphia in 1879, for their approval or rejection, by ballots deposited with the judges of election for Directors in the said year.

Respectfully,

THOMAS POTTER.

Mr. Henry Winsor offered the following resolution :

*Resolved*, that the report of the Committee of Stockholders appointed at the annual meeting, March 12th inst., as read by the Secretary, be, and the same is hereby accepted, and the recommendations therein as to the trust fund be voted upon by the stockholders at the same time and place as the election for Directors of this Company, viz, on the 26th day of March inst., the ballots approving or disapproving the same to be received by the judges of said election, who shall publish the result.

Mr. Benjamin Harris Brewster offered the following resolution as an amendment to that offered by Mr. Winsor :

*Resolved*, that the report of the majority and the minority of the Committee be, and they are hereby referred to the stockholders, with request that when they vote for a Board of Directors on the 26th inst., they have placed on their tickets the words,—

For the report of the majority of the Committee ; or,

For the report of the minority of the Committee ; or,

Against any Funding plan.

Mr. Lemuel Todd then moved to lay the two resolutions on the table ; which was not agreed to.

Mr. Thomas Potter offered, as a substitute for the two resolutions, the resolution submitted in his minority report.

The resolutions were then discussed, generally and at length ; when,

On motion of Mr. W. H. Sutton, the meeting adjourned.

WM. S. STOKLEY,

*Chairman.*

JOS. LESLEY,

*Secretary.*

The duly appointed judges of the annual election for Directors of the Company, held on the 26th of March, 1878, received and counted with the result hereafter stated, the ballots that were offered by the stockholders, in pursuance of the resolution adopted by them at their meeting of the 12th inst.—the following notice therefor having been given through the daily newspapers of the City of Philadelphia :

### SPECIAL NOTICE.

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY.

*Philadelphia, March 25, 1878.*

In pursuance of the following resolution adopted by the Stockholders of this Company at their meeting on March 12, 1878, to wit :

*"Resolved, that the Annual Report now before this meeting be referred to a Committee of seven stockholders, to be appointed by the Chair, who are hereby instructed—in conjunction with the Board of Directors, to make inquiry in regard to the several items of said annual report, more especially touching the proposition 'to create a trust for the purchase of certain securities,' and report the result of their inquiries, and such resolutions as may seem to them proper to recommend, to an adjourned meeting of stockholders to be held in this place, on Monday, the 25th inst., at 10 o'clock, A. M., the action on the resolutions to be expressed through a stock vote to be taken at the annual election on the 26th inst.,"*

and the stockholders at their adjourned meeting this day, having taken no action except to receive and discuss the reports of the Committee appointed under the above resolution, and having adjourned without rescinding the action taken on the 12th inst., which therefore stands as the action of the stockholders, Counsel



have advised that in accordance with said resolution, the stockholders should have an opportunity to express their opinion on the resolutions submitted by said Committee in connection with their reports; NOTICE is therefore hereby given that ballots will be ready at the office of the Company, No. 233 South Fourth Street, to-morrow, the 26th inst., between the hours of 10 A. M. and 6 P. M. (the time for the annual election of Directors), for a vote on the following resolutions:

*Resolution recommended by the Majority Report of the Committee :*

*" Resolved*, that the creation of a trust, having for its object the purchase from time to time of the bonds and shares of other companies which are guaranteed by the Pennsylvania Railroad Company, and also of the bonded debt of the Pennsylvania Company, be, and it is, hereby approved; and that the incoming Board of Directors be, and they are, hereby instructed and authorized to take such action, under the advice of counsel, as may, in their judgment, be lawful, necessary and best adapted to create such trust, and to accomplish the objects for which it is designed."

*Resolution recommended by the Minority Report of the Committee :*

*" Resolved*, that the creation of a trust, having for its object the purchase from time to time of the bonds and shares of other companies which are guaranteed by the Pennsylvania Railroad Company, and also of the bonded debt of the Pennsylvania Company, be, and is, hereby referred to the incoming Board of Directors to take such action under the advice of counsel as may be lawful and best adapted to create such Trust; to perfect rules and regulations for its organization and government, and also to report the names of the Trust Company, and the names of the Trustees, together with the probable annual cost of said Trust, to the stockholders at their annual meeting in Philadelphia in 1879, for their approval

or rejection, by ballots deposited with the judges of election for Directors in the said year."

The ballots above referred to will be in the following form :

"For the adoption of the resolution on creation of Trust, as recommended in the MAJORITY REPORT of the Committee."

ALSO

"For the adoption of the resolution on creation of Trust, as recommended in the MINORITY REPORT of the Committee."

JOSEPH LESLEY,

*Secretary.*

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There were voted upon the question of creating a Trust, as recommended in the annual report of the Board of Directors 481,284 shares. Of this number, 375,299 shares were voted in favor of the resolution recommended in the majority report of the Committee, which referred the matter to the incoming Board, and authorized it to take action thereon at such time, as in its judgment, would best accomplish the objects for which the trust was designed.

There were voted 105,885 shares in favor of the resolution recommended in the minority report of the Committee, which approved the general principles of the trust, but deferred final action thereon until the next annual meeting of the stockholders, and required the names of the trustees, together with the probable annual cost of the trust, to be submitted at that time for their approval or rejection.

100 shares were voted against the creation of a trust.

JOSEPH LESLEY,

*Secretary.*



# THIRTY-FIRST ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,  
*Philadelphia, March 12, 1878.*

To the Shareholders of the  
Pennsylvania Railroad Company.

Your Directors submit their Report for the year 1877, which, in accordance with the wish expressed by a large number of the Shareholders, embraces the general result of the working of all the lines and organizations in which your Company is interested, and a detailed statement of the charges and liabilities resulting from the leases and guarantees made by it; with such other information as it is believed will enable you to fully understand the physical and financial condition of your property.

The following account shows the earnings and expenses, and charges against income, on the three Divisions operated directly by your Company east of the cities of Pittsburgh and Erie, viz.:

1st. The Pennsylvania Railroad Division, embracing the Main Line from Philadelphia to Pittsburgh, and the branches thereof, whether owned or leased, and covering a total length of line of 1,055 miles.

2d. The United Railroads of New Jersey Division, embracing the lines between Philadelphia and Jersey City; between Philadelphia and Amboy; the Belgidere Delaware Road and all the branches of these several lines, covering 373 miles of line, and the Delaware and Raritan Canal, 66 miles in length.

3d. The Philadelphia and Erie Railroad Division, between Sunbury and Erie, covering 288 miles of line.

These three Divisions aggregate 1,782 miles of line, and show the following results for the year:

# GENERAL INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1877.

No. 1, PENNSYLVANIA R. R. DIVISION,

MAIN LINE AND BRANCHES, PITTSBURGH TO PHILADELPHIA.

EARNINGS.		
From General freights.....	\$14,642,109 01	
" Miscellaneous freights.....	77,286 51	
" First-class passengers.....	3,239,415 76	
" Emigrant passengers.....	143,857 57	
" Adams Express.....	313,118 43	
" Carrying U. S. Mails.....	314,716 64	
" Miscellaneous passengers.....	69,358 72	
" Rents.....	183,593 61	\$18,983,456 25
Total earnings.....		
EXPENSES.		
For Conducting transportation.....	\$4,189,253 99	
" Motive power.....	3,098,317 06	
" Maintenance of cars.....	932,525 52	
" Maintenance of way.....	2,185,486 28	
" General expenses.....	345,555 79	
Total expenses.....		10,751,138 64
Net earnings from operating Main Line and Branches.....		\$8,232,317 61
Add interest received from investments, in cash.....	\$1,763,090 44	
Add interest received from investments, in securities at estimated cash value.....	402,771 72	
Add interest received from branch roads for use of equipment.....		2,165,862 14
Total earnings.....		345,720 09
DEDUCT PAYMENTS.		\$10,743,899 86
Rentals paid Branch roads.....	\$588,784 95	
Interest on equipment charged Branch roads.....	69,479 42	
Rent Harrisburg and Lancaster Railroad.....	132,572 99	
Interest on bonded debt.....	3,313,185 60	
Balance of interest on unfunded debt.....	253,949 24	
Interest paid State of Pennsylvania on account of purchase of Main Line.....	237,002 34	
Premium, exchange, commissions, &c.....	85,996 76	
Total payments.....		\$4,679,971 30
Net income Pennsylvania Railroad Main Line and Branches.....		\$8,063,928 56

# PENNSYLVANIA RAILROAD COMPANY.

## No. 2, NEW JERSEY DIVISION. UNITED NEW JERSEY RAILROAD AND CANAL COMPANY, INCLUDING BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH.

EARNINGS.		
From General freights.....	\$3,868,582 82	
" Miscellaneous freights.....	148,669 14	
" First class passengers.....	3,653,571 06	
" Emigrant passengers.....	30,822 50	
" Express.....	215,706 68	
" Carrying U. S. Mails.....	116,629 44	
" Miscellaneous passengers.....	30,145 94	
" Delaware and Raritan Canal.....	896,569 65	
Total earnings.....	\$8,960,697 23	
EXPENSES.		
For Conducting transportation.....	\$2,543,356 35	
" Motive power.....	1,422,579 96	
" Maintenance of cars.....	474,306 21	
" Maintenance of way.....	1,240,202 20	
" General expenses.....	69,649 76	
" Canal expenses.....	477,606 78	
Total expenses.....	6,227,701 26	
Net earnings from operating.....	\$2,732,995 97	
Add interest received in cash from investments.....	221,525 39	
Total net earnings.....	\$2,954,521 36	
DEDUCT PAYMENTS.		
Payments on account of dividend, interest, &c.....	\$4,398,523 13	
" " Interest on equipment used by Belvidere Delaware Railroad Company.....	39,516 27	
Total payments.....	4,437,039 40	
Net loss in operating United Railroads and Canal Company's property.....		\$1,482,518 04
Balance after deducting loss in operating United Railroads and Canal Companies.....		\$4,581,410 52

No. 3, PHILADELPHIA AND ERIE DIVISION.  
PHILADELPHIA AND ERIE RAILROAD.

EARNINGS.		
From General freights.....	\$2,038,697 55	
" Miscellaneous freights.....	77,038 01	
" First-class passengers.....	371,153 44	
" Emigrant passengers.....	1,409 12	
" Express.....	36,694 94	
" Carrying U. S. Mails.....	30,205 09	
" Miscellaneous passengers.....	17,794 55	
Total earnings.....	\$3,172,992 70	
EXPENSES.		
For Conducting transportation.....	\$650,009 80	
" Motive power.....	562,740 27	
" Maintenance of cars.....	269,931 80	
" Maintenance of way.....	566,945 47	
Total expenses.....	2,049,627 34	
Net earnings from operating Philadelphia and Erie Railroad.....	\$1,123,365 36	
Deduct interest charged for use of Equipment, &c.....	239,189 90	
Net earnings applicable to pay interest.....	\$884,175 46	
Deduct amount paid Philadelphia & Erie Railroad Company as rental.....	884,175 46	

The details of the foregoing accounts appear in Statements A and B attached to this report, which give separately the results of the working of each road included in the three Divisions east of Pittsburgh and Erie.

Out of the balance above shown,	-	-	-	-	\$4,581,410 52
There were paid during the year, two dividends, one of 2 per cent. and one of 1½ per cent.,	-	-	-	-	\$2,410,457 00
State Tax upon same,	-	-	-	-	175,619 01
					<u>2,586,076 01</u>

Showing a credit to the balance of profit and loss, on the operation of the lines east of the cities of Pittsburgh and Erie for the year 1877, of - - - - - \$1,995,334 51

It will be seen from the foregoing statement that the net income of the Company for the past year was a fraction over six per cent.

From this balance to the credit of Income Account for the year 1877 of - - - - - \$1,995,334 51

Your Board of Directors might have deducted the deficiencies of the following Companies in meeting their fixed liabilities for that year, as follows :

Susquehanna Coal Company, deficiency in meeting interest guaranteed by Pennsylvania Railroad Company,	-	-	-	-	\$121,484 88
Pennsylvania Canal Company, deficiency in meeting interest guaranteed by Pennsylvania Railroad Company,	-	-	-	-	38,605 37
Western Pennsylvania Railroad Company, deficiency in meeting interest guaranteed by the Pennsylvania Railroad Company,	-	-	-	-	8,810 56
Baltimore and Potomac Railroad Company, deficiency in meeting interest guaranteed by the Pennsylvania Railroad Company,	-	-	-	-	183,252 14
American Steamship Company, deficiency in meeting interest guaranteed by the Pennsylvania Railroad Company,	-	-	-	-	79,869 12

Amounts carried forward,	\$432,022 07	\$1,995,334 51
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Amounts brought forward,	\$432,022 07	\$1,995,334 51
Allegheny Valley Railroad Company, deficiency in meeting interest guaranteed by the Pennsylvania Railroad Company,	- - 16,100 20	
Philadelphia and Erie Railroad Company, deficiency in meeting interest on guaranteed bonds not owned by the Pennsylvania Railroad Company,	- - 43,385 69	
Grand Rapids and Indiana Railroad Company, deficiency in meeting interest guaranteed by the Pennsylvania Railroad Company,	- 250,143 13	
(For the amount advanced to this Company the Pennsylvania Railroad Company holds the first mortgage coupons, which are secured by the land grant, and believed to be a good asset, as hereinafter more particularly stated.)		
Loss shown in Income Accounts on the Southwestern leased lines of Pittsburgh, Cincinnati and St. Louis Railway Company,	\$131,784 64	
Less profits on the Northwestern lines and other property of the Pennsylvania Company, as shown in its income account,	- 30,170 83	
		101,613 81
Loss on the Lykens Valley Coal Company,	- - 174,828 72	
Less profit on the Summit Branch Railroad Company,	- 27,267 32	
	\$147,561 40	
Less also one-third of the profits of the Mineral Railroad and Mining Company,	- 15,799 89	
		131,761 41
		975,026 31
		<u>\$1,020,308 20</u>

(None of the obligations of these three latter Companies are guaranteed either directly or indirectly by your Company.)

Many of these Companies have met the deficiencies referred to out of their own resources; but placing the matter in the most un-

favorable light by assuming that the whole of these losses might fall upon the Pennsylvania Railroad Company as an owner of the majority of the share capital of the respective companies, it will still be seen from the above statement that there would be a balance of \$1,020,308.20 to the credit of the income account of your Company for the year, after deducting the payment of dividends that have been made in 1877 amounting to three-and-a-half per cent.

The following statement shows the changes which your Board has deemed it wise to make in the Profit and Loss Account of the Company, in order to place its financial condition on a more conservative basis :

Amount to credit of income account for 1877, -	-	\$1,995,334 51
Add amount to credit of profit and loss, December 31, 1876, -	-	10,054,197 03
		<u>\$12,049,531 54</u>
Add amount realized from old accounts and assets, -	-	461,868 40
		<u>\$12,511,399 94</u>
Against which were charged off during the		
year the following items :		
Reduction in value of securities, -	-	\$7,910,387 90
Sundry accounts charged off as of no value, -	-	941,833 95
Sundry securities transferred to suspense account as of doubtful value, -	-	1,246,225 86
Loss in operating Elmira, Chemung and Canandaigua Line (divided equally with Northern Central Railway), -	-	65,770 23
		<u>\$10,164,017 94</u>
Balance to credit of profit and loss, December 31, 1877, -	-	<u>\$2,347,382 00</u>

In the Report for 1876, the amount estimated for construction and equipment purposes, and for real estate, for the year 1877, was stated at two millions of dollars.

The amount actually expended during the year, was as follows:

For CONSTRUCTION,

Pennsylvania Railroad proper, - - -	\$763,208 78	
United Railroads of New Jersey, - - -	84,695 20	
		\$847,903 98

For EQUIPMENT, - - - - - 75,489 67

For REAL ESTATE,

Pennsylvania Railroad proper, - - -	\$141,252 16	
United Railroads of New Jersey, - - -	77,688 16	
		218,940 32

For extension of, and new work upon, branch and connecting  
roads controlled by this Company, - - - - - 184,644 11

Making a total of - - - - - \$1,326,978 08

The above amount charged to construction upon the Main Line, includes the cost of completing the passenger station at West Philadelphia; the straightening of the road between Eagle and Green Tree and between Ronk's Mills and the Big Conestoga; the purchase of machinery, shops, piers, stations and warehouses from the Empire Transportation Company, under the arrangement hereinafter stated; also part of the cost of constructing a double track iron bridge 3,680 feet in length, over the Susquehanna River at Rockville, the entire cost of which bridge, including widening of piers and abutments, laying additional new tracks, and all other expenses incident thereto, was \$326,614.10, of which amount \$150,000 was charged to construction, and the balance to expenses. The sum so charged to expenses greatly exceeds the amount that would have been required to replace the former wooden single track bridge. The whole work was completed by the Delaware Bridge Company, between July 1st and December 1st, without interfering with the movement of trains. By the construction of a little more than a mile of double track, on this bridge and its approaches, an entire double-track line between Pittsburgh

and New York is perfected; while at the same time the movement and operation of trains at that point are greatly facilitated.

The expenditure on the New Jersey Division represents a portion of the cost of rebuilding the Centre Street Bridge at Newark, and the Pennypack Bridge near Holmesburg Junction; the completion of new station house at Rahway, and the purchase of additional right of way, charged to cost of construction.

The outlay upon the Branch roads was required to complete the Columbia and Port Deposit railroad, which was opened for traffic July 1, 1877; to extend the South West Pennsylvania railway from Uniontown to Oliphants, a distance of  $4\frac{6}{7}$  miles, and the Lewisburg, Centre and Spruce Creek railroad, from Laurelton to Spring Mills, a distance of  $24\frac{8}{10}$  miles. Forty-two miles of this last-named line are now completed, and 32 of the  $45\frac{1}{2}$  miles, between Spring Mills and Tyrone, remaining unfinished, are graded ready for the superstructure. This unfinished portion will be completed, from time to time, if the business of the region it traverses will justify it.

The real estate expenditures were mainly in payment for property purchased from the Empire Transportation Company, and in satisfaction of mortgages and ground rents.

These payments were made without adding to the bonds or capital stock of the Company, the necessary funds being provided out of assets of the Company.

Prior to the year 1877, the item of real estate in the General Account of the Treasurer did not exhibit its total cost, but only the cost exclusive of the ground-rents and bonds and mortgages against the same, and under these last two items was shown only the balance between those owned by the Company and those held against it. The Board of Directors deemed it advisable, in order that both sides of the account should be presented in a clearer and more comprehensive form, that the cost of the real estate of the Company should

stand at a sum which should include ground-rents, bonds and mortgages existing as liens against the property, and that the amount of such ground-rents, bonds and mortgages should appear upon the other side of the account as a liability—the amount of bonds and mortgages owned by the Company to appear as a separate item among its assets. By reference to the Treasurer's General Account it will be seen that it is now presented in this improved form.

The debt due the State on account of the purchase of the Main Line was also reduced by the payment of \$222,997.66, which was charged to capital account, and the balance of the \$460,000 annual payment to the State, representing interest, was charged directly against Income Account for the year as before stated.

Your Board desire in this connection to call attention to the fact that since the year 1873, no increase has been made in the capital stock of the Company.

#### COMPARISONS WITH 1876.

##### *Earnings and Expenses on all lines east of the Cities of Pittsburgh and Erie.*

Gross earnings, 1877, - - - - -	\$31,117,146 18
" " 1876, - - - - -	36 891,060 99
Decrease in gross earnings, 1877, - - - - -	<u>\$5,773,914 81</u>
Gross expenses, 1877, - - - - -	\$19,028,467 24
Rentals and interest on equipment, 1877, - - - - -	1,904,281 25
	<u>\$20,932,728 49</u>
Gross expenses, 1876, - - - - -	\$22,081,229 34
Rentals and interest on equipment, 1876, - - - - -	1,975,445 87
	<u>24,056,675 21</u>
Decrease in gross expenses, 1877, - - - - -	<u>\$3,123,946 72</u>

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Net earnings, 1877, after deducting rentals and interest on equipment,	-	-	-	-	-	\$10,184,417 69
Net earnings, 1876, after deducting rentals and interest on equipment,	-	-	-	-	-	12,834,385 78
						<hr/>
Decrease in net earnings, 1877,	-	-	-	-	-	\$2,649,968 09
						<hr/>

The gross earnings per mile received from 358 miles of Main Line in 1876, were \$51,916.92, and in 1877, were \$46,773.35, showing a decrease per mile of \$5,143.57.

#### PENNSYLVANIA RAILROAD AND BRANCHES.

The whole number of passengers carried in 1876 was 6,926,016, and in 1877 was 5,129,931, showing a decrease of 1,796,085.

The average distance travelled by each passenger in 1876 was  $41\frac{7}{10}$  miles, and in 1877 was  $27\frac{7}{10}$  miles, showing a decrease of  $13\frac{7}{10}$  miles.

The number of tons of freight moved in 1877, including 700,099 tons of fuel and other materials for Company's use, was 10,438,394 tons, embracing 4,953,892 tons of coal.

It was the previous year 10,600,547 tons, showing a decrease of 162,153 tons, or about  $1\frac{5}{100}$  per cent., while the increase in coal tonnage was 115,996 tons.

The gross earnings of the Branch lines leased and owned by the Pennsylvania Railroad Company, excepting the Philadelphia and Erie railroad and the United Railroads of New Jersey, and the Delaware and Raritan Canal, were:

In 1877, 697 miles in length,	-	-	-	-	\$2,238,597 80
In 1876, 605 " " "	-	-	-	-	2,201,838 61
					<hr/>
Showing an increase from Branches of	-	-	-	-	\$36,759 19
					<hr/>

The gross earnings of Branch lines operated by your Com-						
pany in 1877, as already stated, were	-	-	-	\$2,238,597	80	
The expenses of operating them, including rentals and interest						
on equipment, were	-	-	-	-	2,121,556	58
Showing a direct net profit of	-	-	-	-	\$117,041	22

The actual cost of operating your Main Line in 1877, excluding branches, was 55 $\frac{47}{100}$  per cent. of its receipts, and including branch lines, 56 $\frac{63}{100}$  per cent. In 1876 the cost of operating your Main Line, excluding branches, was 58 $\frac{70}{100}$  per cent., and including branches, 59 $\frac{80}{100}$  per cent.

The actual cost of operating the United Railroads of New Jersey, including branches and the Delaware and Raritan Canal, in 1877, was 69 $\frac{5}{10}$  per cent. of the receipts from transportation; in 1876 it was 58 $\frac{3}{10}$  per cent.

The actual cost of operating the United Railroads of New Jersey, including branches, and excluding the canal, in 1877, was 71 $\frac{2}{10}$  per cent. of the receipts from transportation; in 1876 it was 56 $\frac{1}{10}$  per cent., the increased percentage for 1877 being due to the heavy falling off in passenger receipts as compared with the Centennial year.

The actual cost of operating the Delaware and Raritan Canal was 53 $\frac{28}{100}$  per cent. of its receipts; in 1876 it was 59 $\frac{40}{100}$  per cent.

## TRAFFIC STATISTICS.

The following tables show the movement of tonnage, and the mileage of the same, over your lines east of Pittsburgh and Erie for 1877, as compared with the preceding year.

## TONNAGE MOVEMENT OVER LINES EAST OF PITTSBURGH.

	1877.	1876.	Increase.	Decrease.
Main Line and Branches...	9,738,295	9,922,911	.....	184,616
United Railroads of New Jersey .....	3 962,523	3,912,972	49,551	.....
Philadelphia and Erie.....	2,681,450	2,517,470	163,980	.....
Delaware and Raritan Canal.....	2,023,443	1,897,708	125,735	.....
Totals .....	18,405,711	18,251,061	339,266	184,616
Net increase.....	.....	.....	154,650	.....

NOTE.—The Belvidere Delaware Railroad having been operated during 1877 under lease to and as part of the United Railroads of New Jersey, its tonnage is included in that Division, while in the statements submitted in the Report for 1876, it appeared separately.

## TONNAGE MILEAGE ON LINES EAST OF PITTSBURGH.

	1877.	1876.	Increase.	Decrease.
Main Line and Branches.....	1,494,798,198	1,629,742,021	.....	134,943,823
United Railroads of New Jersey.....	256,134,099	251,606,474	4,527,625	.....
Phila. and Erie.....	335,727,141	340,390,703	.....	4,663,562
Del. & Raritan Canal	93,800,450	87,814,458	5 985,992	.....
Totals.....	2,180,459,888	2,309,553,656	10,513,617	139,607,385
Net decrease .....	.....	.....	.....	129,093,768



Your special attention is directed to the following table, showing the revenue and cost per ton per mile, on each Division operated by the Pennsylvania Railroad Company.

FREIGHT.	Pennsylvania R. R. and Branches.	United R. R. of New Jersey and Branches.	Philadelphia and Erie R. R.	All lines east of Pitts- burgh and Erie.
Length of Road (miles). . . . .	1,055	373	288	1,716
Average earnings per ton per mile from transportation of freight. . . . .	0.980 1000	1.510 1000	0.756 1000	1.018 1000
Average cost of transporting each ton of freight one mile . . . . .	0.552 1000	1.150 1000	0.488 1000	0.615 1000
Average profit per ton per mile . . . . .	0.428 1000	0.361 1000	0.268 1000	0.393 1000

The Main Line shows an increased revenue of nearly a mill per ton per mile as compared with 1876, while the cost of carrying was reduced to a fraction over 5½ mills, yielding a gratifying increase in net revenue from that source. The United Railroads of New Jersey Division, while showing a decreased earning was operated at a greatly reduced cost, so that the net profit per ton per mile was double that of last year; the Philadelphia and Erie also showing an increased profit per ton per mile. The expense of moving fuel and other material for Company use is charged against the paying tonnage, and embraced in the cost shown in the above table.

The statements given beneath embrace the passenger statistics for the year:

## PASSENGERS ON ALL LINES EAST OF PITTSBURGH.

	1877.	1876.	Decrease.
Main Line and Branches.....	5,129,931	6,926,016	1,796,085
United Railroads of New Jersey.....	7,384,725	10,745,790	3,361,065
Philadelphia and Erie.....	493,176	691,561	198,385
Total.....	13,007,832	18,363,367	5,355,535

## PASSENGER MILEAGE ON LINES EAST OF PITTSBURGH.

	1877.	1876.	Decrease.
Main Line and Branches.....	143,153,521	288,312,089	145,158,568
United Railroads of New Jersey.....	143,132,968	312,471,059	169,338,091
Philadelphia and Erie.....	12,466,241	22,425,613	9,959,372
Total.....	298,752,730	623,208,761	324,456,031

The large decrease in number and mileage of passengers as compared with 1876, is explained by the exceptional volume of travel during the Centennial year.

The following table shows the earning and cost per passenger per mile on each of the Divisions :

PASSENGER.	Pennsylvania R. R. and Branches.	United R. R. of New Jersey and Branches.	Philadelphia & Erie R. R.	All lines east of Pitts- burgh and Erie.
Length of Road.....	1,055	373	288	1,716
Average earnings from each passenger per mile.....	2 <sup>341</sup> / <sub>1000</sub>	2 <sup>225</sup> / <sub>1000</sub>	2 <sup>980</sup> / <sub>1000</sub>	2 <sup>212</sup> / <sub>1000</sub>
Average cost of transporting each pas- senger one mile.....	1 <sup>751</sup> / <sub>1000</sub>	1 <sup>670</sup> / <sub>1000</sub>	3 <sup>444</sup> / <sub>1000</sub>	1 <sup>754</sup> / <sub>1000</sub>
Average profit per passenger per mile....	0 <sup>512</sup> / <sub>1000</sub>	0 <sup>555</sup> / <sub>1000</sub>	Loss. 0 <sup>455</sup> / <sub>1000</sub>	0 <sup>459</sup> / <sub>1000</sub>

Of the 9,738,295 tons moved upon the Main Line, 1,307,787 were through freight and 8,430,508 local freight. It will be seen from this statement that the local freight of the line was more than six times the amount of the through tonnage, so that much the larger portion of its revenue is derived from its local business.

The volume of east bound tonnage was more than double that of west bound, although there was a decrease in east bound through freight of 22<sup>93</sup>/<sub>100</sub> per cent. or 303,208 tons, and in local of 78,263 tons. The decrease in through tonnage occurring during the first part of the year was due to the short crops of 1876, and to the complete embargo placed upon the movement of freight through Pittsburgh for ten days by the riots occurring in that City in July last. The decrease shown in east bound local freight was in petroleum and gas coal; the coke traffic east is increasing steadily. The local trade west bound showed an increase of 201,399 tons.

The road bed and track of your Main Line are in even better condition than in 1876. The entire track is now laid with steel rails of 67 pounds to the yard, and can be maintained in the future at the minimum cost.

On the Main Line and branches 4,028 tons of steel rail and 244,699 ties were used in renewals and 2,580 tons of steel and 84,976 ties in construction during the year.

The bridges received especial attention, and in addition to the substitution of the double track iron superstructure already alluded to over the Susquehanna at Rockville, boiler-plate girder bridges were put up at a number of points. The truss bridge (No. 11) over the Little Juniata was also replaced by a three arch stone bridge.

In consequence of the destruction of your property at Pittsburgh a new passenger station was built at that point, and a transfer station at Twenty-sixth street. The round house on Twenty-eighth street was rebuilt, and another for passenger engines is now being built west of Thirty-third street. Shops for running repairs are almost completed west of Twenty-eighth street, and such arrangements have been made that the traffic to and from that City will be handled promptly and economically.

In replacing the tracks destroyed, they have been so arranged that the two north tracks are reserved exclusively for freight and the two south tracks for passenger business between East Liberty and Pittsburgh, a distance of five miles. The sidings have also been so remodelled that the east and west bound freights are kept separate, the former using the yard from Twenty-eighth street to Thirty-third street, and the latter that from Fourteenth to Twenty-eighth street.

The statistics for the year show a still further improvement in the loads of engines, and in the number of tons carried.

There were rebuilt in the shops of the Company 24 engines and 729 box and coal cars to fill vacant numbers, and in addition thereto 7 passenger, 3 postal, 3 baggage and 2 combined passenger and baggage cars. The car equipment was increased by the addition of 17 four-wheeled cabin cars and 11 postal cars.

The large saving shown in the operation of the Main Line, and also of the New Jersey Division, is due mainly to the great improvement which has been effected in the past few years in both road and equipment.

On the New Jersey Division 1,874 tons of steel rail, and 303,984 ties were placed in the track. The work of improving the line through the Bergen Cut is being carried forward, and advantage taken thereof to secure material for the line, which is now stone ballasted from Jersey City to Elizabeth.

The wooden bridge over the Raritan river at New Brunswick is now being replaced by a stone and iron structure.

To facilitate the transfer of passengers between Jersey City and Brooklyn, a line of boats running directly between the two cities has been established by the Brooklyn Annex company.

The condition of the Philadelphia and Erie Division has been fully maintained throughout the year, and a number of improvements made for the better accommodation of the traffic: 5,156 tons of steel rail, and 156,726 ties were placed in the track.

The west bound tonnage of that line shows a gratifying increase, both through and local, the latter principally in anthracite coal.

The following shows the results for the past year of the Pennsylvania Canal Company, and also of the various coal properties in which you are interested.

## PENNSYLVANIA CANAL COMPANY.

Gross receipts,	-	-	-	-	-	-	-	\$299,915 14
Expenses, -	-	-	-	-	-	-	-	153,120 51
								<hr/>
Net earnings, 1877,	-	-	-	-	-	-	-	\$116,794 63
Deduct interest on 1st mortgage bonds,	-						\$5,400 00	
Deduct interest on general mortgage bonds,	-						180,000 00	
								<hr/>
								185,400 00
								<hr/>
Loss for 1877, -	-	-	-	-	-	-	-	\$38,605 37
An increased loss as compared with 1876 of	-						-	\$21,148 62
								<hr/>

## SUSQUEHANNA COAL COMPANY.

Receipts from sales of coal, &c.,	-	-	-	-	-	-	\$1,435,477 79			
Expenses,	-	-	-	-	-	-	1,327,298 86			
							<hr/>			
Net earnings, 1877,	-	-	-	-	-	-	\$108,178 93			
From which deduct—										
Amount charged off for depreciation of land, and reduction										
in value of coal and other property on hand,								-	-	77,842 85
							<hr/>			
Net earnings,	-	-	-	-	-	-	\$30,336 08			
Deduct also—										
Interest on funded debt,								-	-	\$120,000 00
Interest on purchase money mortgages,								-	-	27,374 54
Interest and discount,								-	-	4,446 42
							<hr/>		151,820 96	
										<hr/>
Balance to debit of profit and loss for 1877,								-	-	\$121,484 88
Balance to credit of profit and loss for 1876,								-	-	14,060 06
							<hr/>			
Being a difference of								-	-	\$135,544 94
										<hr/>

It should be noted that large sums were included in the expenses for the year for building new trestles, sinking sumps and shafts, rebuilding brick store destroyed by fire, and other items of extraordinary expenditure, aggregating \$27,514.77, and also local and state taxes amounting to \$23,501.59 being over 4½ cents per ton on the 520,319 tons coal mined. The average receipts for the coal at point of sale were \$2.60 $\frac{7}{10}$  per ton.

#### SUMMIT BRANCH RAILROAD COMPANY.

Receipts from sale of coal and rents,	-	-	\$862,860	50
Receipts from freight and passenger traffic, mails,				
&c.,	-	-	153,317	41
				<u>\$1,016,177 91</u>
Expenses, mining, selling, and shipping coal and depreciation in the value of coal on hand during the year,	-	-	\$779,262	63
Expenses operating railroad (including \$62,500 rental paid Lykens Valley Railroad Company),	-	-	126,638	25
				<u>905,900 88</u>
Net earnings, 1877,	-	-	-	<u>\$110,277 03</u>
From which deduct—				
Interest on funded debt,	-	-	\$63,000	00
Interest and discount,	-	-	17,009	71
Taxes, etc.,	-	-	3,000	00
				<u>83,009 71</u>
Net profit for the year,	-	-	-	<u>\$27,267 32</u>

Being a decrease of net profit as compared with 1876 of \$60,473.14.

The number of tons of coal mined was 264,468 tons, and the average price received therefor at point of sale was \$3.22 $\frac{1}{10}$  per ton.

## LYKENS VALLEY COAL COMPANY.

Gross earnings, - - - - -	-	\$213,687 68
Expenses, including reduction in value of coal on hand, -	388,219 91	
	<hr/>	
Loss for 1877, - - - - -	-	\$174,532 23
Add tax on capital stock, - - - - -	296 49	
	<hr/>	
Debit to profit and loss for the year, - - - - -	-	\$174,828 72
	<hr/>	

Being an increase in loss as compared with 1876, of \$34,990.33. This Company produced during the year 65,210 tons of coal, the average price per ton received for the same at point of sale being \$3.18 $\frac{3}{10}$ .

## MINERAL RAILROAD AND MINING COMPANY.

Receipts, - - - - -	-	\$856,655 89
Expenses, taxes, &c., - - - - -	801,954 42	
	<hr/>	
Net earnings for 1877, - - - - -	-	\$54,701 47
Less amount paid for royalty on coal, - - - - -	7,301 50	
	<hr/>	
Net profit for the year, - - - - -	-	\$47,399 97
	<hr/>	

This Company produced 309,720 tons of coal, the average price received at point of sale per ton being \$2.71 $\frac{6}{10}$ .

The aggregate tonnage produced during 1877 from the coal properties controlled by your Company was 1,159,720 tons, being a decrease as compared with 1876 of 126,222 tons. The operations of all these properties were seriously interfered with by the strike that prevailed in the anthracite region during a portion of the year, and in addition thereto, the production of the Lykens Valley Coal Company was greatly reduced by the fire which broke out in



the Short Mountain Slope on the 1st of January, 1877. It required six weeks to extinguish this fire, which could only be accomplished by flooding the mine with water, and as extensive repairs were necessitated thereby the Company was deprived of the use of this colliery during the entire year.

The unfavorable results shown above are due to the exceptionally low price received for coal, owing to the severe competition between the large coal producing companies of the anthracite region, and in the absence of arrangements for harmonizing the supply of coal with the demand the market was overstocked during the greater part of the year. The evils resulting from this state of things became so serious that measures were taken by the various coal companies to correct them, and which it was thought would give proper protection to the varied and vast interests of the anthracite region. No reason could be perceived why the mines should continue to produce more coal than could be consumed. After much deliberate consideration of all the interests involved by those having the active management of these coal properties, an arrangement was consummated between the various anthracite companies, which they believe will in the future prevent over production, and better regulate the supply to the demand. All your coal properties have been kept in good repair during the year; the system of development adopted some time since will be continued, and such improvements made in the working of the several regions that an increased economy will be effected in their operation.

It is hoped that the serious troubles from which your coal companies, in common with others, suffered during the months of July and August will not occur again, and that, under the arrangements proposed by the several coal companies, better results will be obtained.

## LINES WEST OF PITTSBURGH.

The lines west of Pittsburgh, owned or controlled by your Company and operated by the Pennsylvania Company, show the following results for the year :

## LINES WEST OF PITTSBURGH.

The total earnings of the Pennsylvania Company on lines operated by it, and through organizations worked under its control for the year 1877, were				-	-	-	\$23,042,574	15
The expenses for the same period were				-	-	-	15,044,982	34
Leaving net earnings,				-	-	-	\$7,997,591	81
From this deduct rentals, interest, dividends and liabilities of all kinds chargeable thereto, including the net earnings of the C. C. & I. C. Rwy., paid over to the receiver under order of Court, also interest on bonds, floating debt and other liabilities of the Pennsylvania Company,				-	-	-	7,925,673	95
Net profit on above lines west of Pittsburgh in 1877,				-	-	-	\$71,917	86

The detailed result of the working of each line is shown in Table C. annexed to the report.

In addition to the foregoing roads, the results of the following lines which are worked through their own individual organizations, and in connection with which liabilities have been assumed by the Pennsylvania Railroad Company, or its lines west of Pittsburgh, should be noted: St. Louis, Vandalia and Terre Haute R. R., Indianapolis and St. Louis R. R., St. Louis, Alton and Terre Haute R. R., Grand Rapids and Indiana R. R., Cincinnati, Richmond and Fort Wayne R. R., and Cleveland, Mt. Vernon and Delaware R. R.

These lines show an aggregate as follows:

Gross earnings, -	-	-	-	-	-	-	\$4,343,314 76
Expenses, -	-	-	-	-	-	-	3,131,030 67
							<hr/>
Net earnings, -	-	-	-	-	-	-	\$1,212,284 09
Deduct rental and interest and hire of equipment, amount-							
ing to -	-	-	-	-	-	-	1,924,382 20
							<hr/>
Loss for 1877, of -	-	-	-	-	-	-	\$712,098 11
							<hr/>
Of this loss, your Company and the lines west of Pittsburgh							
in accordance with existing contracts are required to							
pay -	-	-	-	-	-	-	\$186,046 27
Deduct profit as before stated, of -	-	-	-	-	-	-	71,917 86
							<hr/>
Net loss on all lines west of Pittsburgh, -	-	-	-	-	-	-	<u>\$114,128 41</u>

The difference between this amount and the balance to the debit of Profit and Loss shown by the Income Accounts of the Pennsylvania Company and the Pittsburgh, Cincinnati & St. Louis Railway Company, is due to the fact that the actual advances made by these Companies to their different lines during the year were \$12,514.60 less than the deficits shown by the operations of the roads.

The necessary advances to enable the Grand Rapids and Indiana Railroad Company to meet its interest have been made also by the Pennsylvania Railroad Company, which holds the coupons so purchased, and which, under the terms of its lease of the Fort Wayne Road, is the guarantor of \$4,000,000, being one-half of its first mortgage funded debt. The bonds to which these coupons belong are secured by a first mortgage, which covers, in addition to the road and

its equipment, 890,000 acres of land along the line in the State of Michigan. These lands were acquired from the State of Michigan, by the Continental Improvement Company in aid of the construction of the line, and by agreement between the Grand Rapids and Indiana Railroad Company and the Continental Improvement Company, were subsequently pledged as additional security for the bonded debt, on condition that the Improvement Company should receive the bonds purchased through the proceeds of these lands in lieu of the lands themselves. Of these bonds, \$1,010,000 were purchased by the Trustees of the first mortgage of the Grand Rapids and Indiana Railroad Company and delivered to the Continental Improvement Company, with the land guarantee cancelled; but under a subsequent arrangement made with the Pennsylvania Railroad Company these bonds are now, as purchased through the sales of land, converted into Income Bonds. \$451,000 have already been so converted, and through the plan adopted all of the remaining first mortgage bonds and their coupons that are purchased (under the guarantee of the Fort Wayne Railroad Company, before the lease of that line) will be paid, and Income Bonds issued in lieu thereof.

The entire \$1,461,000 of bonds referred to have been purchased with a portion of the proceeds of 180,810 acres, and there are now on hand \$547,000 of land notes and other assets received from such sale for the purchase of additional bonds. It is believed that the remaining lands (709,000 acres) will, in connection with the earnings of the Grand Rapids Railroad, enable it to pay off its first mortgage land grant bonds, and secure to your Company all the advances required from it.

The amount of \$229,590.66 was paid into the sinking fund, for the redemption of existing mortgages on the lines west of Pittsburgh, during the year 1877.

The amount of betterment expenditures during the year on all these lines was \$246,246.03, and the Pennsylvania Company received on account thereof and of expenditures previously made, \$717,375.08 in betterment securities and cash, leaving a balance still due the Pennsylvania Company on that account of \$337,671.89, which will be received almost entirely in the stock of the Fort Wayne Road, and in Cleveland and Pittsburgh bonds.

The Bills Payable of the Pennsylvania Company amounted at the close of the year to \$2,933,699.99.

Large amounts of steel rail were laid during 1877, embracing 8,887 tons on the Fort Wayne Road, 1,505 tons on the Cleveland and Pittsburgh and 6,168 tons on the Pittsburgh, Cincinnati, and St. Louis, and the Little Miami Roads, aggregating in all 16,560 tons; also 1,120 tons on the St. Louis, Vandalia, and Terre Haute Road, and 165 tons on the Indianapolis and St. Louis Road. There were laid 3,297 tons of new iron rails upon the Grand Rapids and Indiana Road and its leased lines.

The track and equipment of both your northwestern and southwestern lines were improved during the year, and are in excellent condition for the handling of traffic.

The number of tons of steel rail laid on all the lines east and west of Pittsburgh, owned, controlled or operated by your Company, was 31,483.

An increase of equipment having been found necessary to meet the wants of the southwestern lines, a Car Trust was created for this purpose, under which 1,000 box cars were delivered during the year to the Pittsburgh, Cincinnati and St. Louis Railway Company, which Company pays all the liabilities thereon as they mature, being \$107,000 per annum.

The freight car equipment of the Pittsburgh, Fort Wayne and Chicago Railway being at the present time insufficient to meet the demands of business upon that line, application was made to that Company to authorize the building of 1,500 additional freight cars, under the betterment clause of the lease. This authority has been given, and their construction will be commenced forthwith. With these additions, and the renewal of cars destroyed at Pittsburgh, your lines west of Pittsburgh will be in good shape to accommodate their growing traffic, and to meet the competition of other roads.

During the past year it was deemed to be for the best interests of your Company and of the Pennsylvania Company, that the latter should cancel its bonds bearing seven per cent. gold interest per annum, amounting to \$6,989,000, and issue in their place bonds to the amount of \$7,000,000, bearing interest at six per cent. per annum.

At the same time, in order to enable the Pennsylvania Company to become the owner of 14,181 shares of the special guaranteed stock of the Pittsburgh, Fort Wayne and Chicago Railway Company held by your Company, so that the Pennsylvania Company could, with 25,819 shares of the same stock previously owned by it, making together 40,000 shares of the par value of \$100 per share, amounting to \$4,000,000, deposit the same, as a collateral security, with the Philadelphia Trust Co., as Trustee, to secure its bonds to the amount of \$3,200,000, bearing interest at six per cent. per annum, payable quarterly, the Pennsylvania Railroad Co. sold to the Pennsylvania Company the said 14,181 shares for \$1,322,837.50, receiving in payment thereof, the following:

5,091 shares Louisville Bridge Co., at par \$100,	-	-	\$509,100 00
2,300 " Little Miami Railroad Co., at par \$50 per share,			115,000 00
199 Indianapolis & St. Louis Railway Equipment bonds, @			
75 per cent.,	-	-	149,250 00
30 Erie & Pittsburgh Railroad Co. Construction bonds, @			
80 per cent.,	-	-	24,000 00
355 Pittsburgh, Cincinnati, & St. Louis Railway Co., consoli-			
dated bonds, @ 80 per cent.,	-	-	284,000 00
11 Pennsylvania Company's 1st Mortgage 6 per cent. bonds,			
@ 85 per cent.,	-	-	9,350 00
Note of the Pennsylvania Company of four months,	-	-	232,137 50
			<hr/>
			\$1,322,837 50

As the quarterly interest upon the special Fort Wayne stock is \$70,000, and the maximum interest upon the bonds secured thereby, which is constantly reduced as the bonds are redeemed, is \$48,000, the difference is applied quarterly, to the redemption of the principal of the bonds at par. The \$3,200,000 of Pennsylvania Company bonds were created for the purpose of reducing the floating debt of that Company, and all proceeds therefrom are so applied.

By the operations of this trust, the interest maturing quarterly upon these bonds will be paid out of the dividends received on the Fort Wayne stock, and the principal of the bonds will be extinguished within twenty years, leaving the ownership of the stock as an asset in the hands of the Pennsylvania Company. Under this plan \$22,000 of these bonds have already been retired.

#### SUMMARY OF LINES DIRECTLY OPERATED EAST AND WEST OF PITTSBURGH.

Gross earnings, all lines, from traffic, 1877,	-	-	-	\$54,159,720 33
" expenses, excluding rentals, interest, dividends, &c.,	-	-	-	34,022,329 40
				<hr/>
Showing net earnings,	-	-	-	\$20,137,390 93

## FREIGHT TRAFFIC.

	Number of Tons.	Number of Tons one mile.
All Lines East of Pittsburgh and Erie, -	- 18,405,711	2,180,459,888
All Lines West of Pittsburgh, - -	- 14,870,334	1,459,762,931
	<u>33,276,095</u>	<u>3,640,222,819</u>

## PASSENGER TRAFFIC.

	Number of Passengers.	Number of Pas- sengers one mile.
All Lines East of Pittsburgh and Erie, -	- 13,007,832	298,752,730
All Lines West of Pittsburgh, - -	- 7,753,123	244,344,440
	<u>20,760,955</u>	<u>543,097,170</u>

In addition to the lines operated directly by the Pennsylvania Railroad Company east of Pittsburgh, the results of which are shown in the tables to which your attention has been called, the following roads are controlled either through the direct ownership of their stock, or otherwise.

They are worked in harmony with your general system, but through their own organizations, and contribute largely to the traffic and revenue of the Main Line. The principal of these is the

## NORTHERN CENTRAL RAILWAY,

which gives your lines a connection with the seaboard at the important terminal city of Baltimore, and extends thence via Harrisburg to Sunbury, where it connects with the Philadelphia and Erie Road. It also connects there with one of its leased lines, the Shamokin Valley and Pottsville Road, extending into the coal region at Shamokin and Mt. Carmel, thus furnishing an outlet for the production of the Mineral Railroad and Mining Company:



The Northern Central Railway Company also controls, through lease, the extension north from Williamsport to Elmira and Canandaigua, at which points it connects respectively with the Erie, and New York Central Railways.

Its gross earnings for 1877 were:

From Passengers, - - - - -	\$698,177 40
" Freight, - - - - -	3,152,692 66
" Express, - - - - -	69,278 29
" Mails, - - - - -	46,191 05
" Miscellaneous, - - - - -	104,048 38
Total, - - - - -	<u>\$4,070,387 78</u>

And the operating expenses were:

For Conducting transportation, - - - - -	\$862,697 63
" Motive power, - - - - -	709,405 30
" Maintenance of way, - - - - -	844,164 89
" " cars, - - - - -	255,441 69
" General expenses, - - - - -	74,215 33
Total, - - - - -	<u>\$2,745,924 84</u>

Leaving as net earnings, - - - - - \$1,324,462 94

In comparison with the year 1876, there was a decrease in gross earnings of \$299,537.72, equal to  $6\frac{1}{10}\%$  per cent.

There was a decrease in expenses of	-	-	-	\$496,400 78
The increase in the net earnings was	-	-	-	<u>196,863 06</u>

Net earnings as above, - - - - -	-	-	-	1,324,462 94
Received from dividends, interest, &c., - - - - -	-	-	-	<u>250,584 56</u>

\$1,575,047 50

Deduct interest on all funded debt, - - - - -	\$849,510 00
Interest and discount, taxes, &c., - - - - -	111,493 61
Rentals of leased roads, and all charges pertaining thereto, - - - - -	<u>552,308 50</u>
	<u>1,513,342 11</u>
Balance of net income for 1877, - - - - -	<u><u>\$61,705 39</u></u>

On the first day of January 1877, the bonds of the York and Cumberland Railroad Company for \$500,000 became due, for the payment of which provision has been made by the Northern Central Railway Company, by the issue of its consolidated general mortgage bonds. These bonds were purchased by the Pennsylvania Railroad Company, and the bonds of the York and Cumberland Railroad Company paid off at maturity. The Pennsylvania Railroad Company also purchased an additional amount of the Northern Central Railway Company bonds, which with the \$500,000 above stated amounted in all to \$1,600,000. The proceeds of this further purchase were applied by the Northern Central Railway Company to the extinguishment of its bills payable, which have been reduced to \$376,557.77.

It will be noted that the net income of the Northern Central Railway Company in 1877 was \$1,575,047.50, and that the interest on all its bonded indebtedness was \$849,540.

A steady and decided improvement was effected in the condition of this road, and its equipment during the year: 6,219 tons of steel rail and 239,592 ties, were placed in the track.

The BALTIMORE AND POTOMAC RAILROAD furnishes all your lines with an important connection with the National Capital, and also extends to Pope's Creek upon the Potomac River.

Gross earnings,	-	-	-	-	-	-	-	\$646,322 78
Expenses, -	-	-	-	-	-	-	-	534,534 21
Net earnings,	-	-	-	-	-	-	-	\$111,788 57
Interest on funded debt and gold premium,	-							\$292,381 71
Rents and interest on real estate mortgages,	-							2,659 00
								<u>295,040 71</u>
Loss for 1877,	-	-	-	-	-	-	-	<u><u>\$183,252 14</u></u>

The good condition of the property was fully maintained throughout the year.

In connection with the Baltimore and Potomac Road, there is also operated in your interest the Alexandria and Fredericksburg Railway, from the Potomac Bridge at Washington City to Quantico, forming a part of the through line to Richmond, Va., where it connects with the Richmond and Danville Railroad system, also controlled by your Company. These lines are the only ones in which your Company has any interest south of Baltimore.

The ALEXANDRIA AND FREDERICKSBURG RAILWAY has been in the hands of the Trustees of the bondholders for more than a year past, and is now in process of reorganization. Your Company controls nearly all of its bonds and capital stock.

Its operation for 1877 showed the following result :

Gross earnings,	-	-	-	-	-	-	\$119,645 91
Expenses,	-	-	-	-	-	-	95,237 57
							<hr/>
Net earnings,	-	-	-	-	-	-	\$24,408 34
From which deduct—							
Interest,	-	-	-	-	-	\$6,999 55	
Expenses,	-	-	-	-	-	467 41	
							<hr/>
							7,466 96
<hr/>							
Net for the year,	-	-	-	-	-	-	\$16,941 38

It is hoped that, after the reorganization, the road will show a net result sufficient to meet the interest on its capital account.

The RICHMOND AND DANVILLE system extends from Richmond to Charlotte and Goldsboro, and forms an important link in the Great Southern Route to Savannah, Charleston, Atlanta and New Orleans.

Its gross earnings were, -	-	-	-	-	-	\$1,455,278 64
Expenses, -	-	-	-	-	-	940,289 87
Net earnings, -	-	-	-	-	-	\$514,988 77
Interest on funded debt, rentals, &c., -	-	-	-	-	-	598,082 43
Showing excess of expenditures, -	-	-	-	-	-	\$83,093 66

2,008 tons of steel rail were put in the track during the year.

This statement is for the fiscal year ending October 30, 1877.

## CUMBERLAND VALLEY RAILROAD.

This road extends from Harrisburg via Hagerstown to Martinsburg, West Virginia, and furnishes a large traffic to your Main Line from the rich valley which it traverses.

Its gross earnings for 1877 were, -	-	-	-	-	-	\$509,492 55
Expenses, -	-	-	-	-	-	241,971 33
Net earnings, -	-	-	-	-	-	\$267,521 22
Interest on funded debt, -	-	-	-	-	\$26,548 00	
Taxes, -	-	-	-	-	26,424 14	
10 per cent. dividend on capital stock, -	-	-	-	-	177,785 00	
						230,757 14
Net surplus, -	-	-	-	-	-	\$36,764 08

The road and its equipment are in excellent condition.

## THE ALLEGHENY VALLEY RAILROAD

extends from your Main Line at Pittsburgh to Oil City, furnishing an important outlet for the petroleum traffic of Pennsylvania, and also from Red Bank, a point 64 miles north of Pittsburgh, by the Low Grade Line to Driftwood on the Philadelphia and Erie Road.

The latter Division penetrates and develops one of the largest bituminous coal fields in the State.

Its gross earnings for 1877, were	-	-	-	-	\$2,492,079 93
Expenses,	-	-	-	-	1,347,108 49
Net earnings,	-	-	-	-	<u>\$1,144,971 44</u>
Deduct interest paid on \$1,000 first mtge. bond, River Division, which was redeemed and mtge. cancelled April, 1877,					35 00
Balance net income,	-	-	-	-	<u>\$1,144,936 44</u>
Interest on funded debt, exclusive of income bonds,	-	-	\$1,152,000 00		
Interest on real estate mortgages,	-		9,036 64		
			<u>          </u>		<u>\$1,161,036 64</u>
Deficit in income to meet fixed liabilities,	-	-	-		<u>\$16,100 20</u>
Out of the above net income of	-	-	-	-	\$1,144,936 44
the interest paid on funded debt was therefore as follows :					
General mortgage River Division, \$4,000,000. at 7½ per cent.,	-	-	-	-	\$292,000 00
First mtge. Low Grade Division, \$10,000,000, at 7 per cent.,	-	-	-	-	700,000 00
			<u>          </u>		<u>992,000 00</u>
Balance after payment of interest on above mortgages,	-				\$152,936 44
Deduct interest on second mortgage \$3,200,000, at 5 per cent.,	-	-	-	-	\$160,000 00
Interest on real estate mortgages,	-	-	9,036 64		
			<u>          </u>		<u>169,036 64</u>
Deficit in income to meet interest on all debts secured by above mortgages,	-	-	-	-	\$16,100 20
Interest on income bonds held by individuals,			\$165,265 50		
Of which there was contributed by other lines under traffic contract, and for which they received income bonds at par,	-		\$125,552 11		
Contributed by Alleg. Valley R. R.,			39,713 39		
Interest on income bonds, not entitled to contributions from other lines under traffic contract, paid in income bonds at par,	-	-	-	251,335 00	
			<u>          </u>		<u>416,600 50</u>
Deficiency for year 1877 in income to meet all liabilities,	-				<u><u>\$432,700 70</u></u>

The Company expended in construction \$104,881.90, and paid \$100,000 into its sinking fund.

There were laid on this road during the year 3,580 tons of steel rail, and the road bed and equipment are in better condition than ever before.

THE PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY extends from Birmingham up the Monongahela River to Monongahela City, a distance of 30 miles, and is intended to develop the important coal territory along that river.

Its earnings were	-	-	-	-	\$126,174 33	
Expenses,	-	-	-	-	91,534 00	
Net earnings,	-	-	-	-	-	\$34,640 33
Deduct interest and gold premium on bonds, all of which are owned by the Pennsylvania Railroad Company,	-	-	-	-	\$115,380 92	
Interest on real estate mortgages,	-	-	-	-	14,139 00	
						129,519 92
Loss for 1877,	-	-	-	-	-	\$94,879 59

The bridge across the Monongahela River, near Turtle Creek, will be completed during 1878, and thus perfect the connection via the Pittsburgh, Virginia and Charleston Railway between your Main Line, at a point 13 miles east of Pittsburgh, and the Pittsburgh, Cincinnati and St. Louis Railway on the west side of the Monongahela River in the City of Pittsburgh, by a nearly level grade line. This will avoid the expense and delay incident to handling the heavy traffic that is interchanged between the Pennsylvania Railroad and its Southwestern lines through the yards at Pittsburgh, and over the 52 feet grades between Pittsburgh and Turtle Creek on the Main Line, and thus effect considerable economies in the movement of traffic, and increase the revenues of

this line. They will also be further increased by its extension 23 miles to Brownsville, which, with proper aid from the local interests to be benefited by its construction, can be built during 1878.

#### THE WEST JERSEY RAILROAD

is controlled through the lease of the Camden and Amboy Roads, and its main line extends from Camden to Cape May.

Its gross earnings were	-	-	-	-	-	-	\$595,025 04
Expenses,	-	-	-	-	-	-	391,430 11
Net earnings,	-	-	-	-	-	-	\$203,594 93
Interest on funded debt, &c.,	-	-	-	-	-	-	193,236 66
Net results,	-	-	-	-	-	-	<u>\$10,358 27</u>

The road has many important glass and other manufacturing establishments on its line; does a very large fruit traffic, and also a large excursion business to and from the seaside during the summer season.

#### CAMDEN AND PHILADELPHIA STEAMBOAT FERRY COMPANY.

This ferry is operated, under a separate organization, over the Delaware River, between the cities of Philadelphia and Camden, and is an essential appendage to the working of your New Jersey system of roads.

Its gross earnings for 1877 were	-	-	-	-	\$143,005 10
Expenses,	-	-	-	-	90,699 84
Net earnings,	-	-	-	-	\$52,305 26
Interest, dividends, and taxes,	-	-	-	38,246 44	-
Amount charged off for depreciation of boats and fixtures,	-	-	-	10,000 00	-
				<u>48,246 44</u>	
Net surplus,	-	-	-	-	<u>\$4,058 82</u>

## AMERICAN STEAMSHIP COMPANY.

This line, in which your Company is largely interested, and the maintenance of which is essential to the growth of your freight traffic as well as to the commercial and manufacturing interests of the City of Philadelphia, has shared during the past year in the depression which has affected all Trans-Atlantic traffic. The vessels have been maintained in excellent condition, their trips have been performed with great regularity, in quick time, and with entire freedom from casualty, and they are held in high esteem by the travelling public.

The fast freight line owned by the Empire Transportation Company, heretofore working over your system of roads to and from Western points via Erie and Philadelphia, Baltimore and New York, was purchased by your Company October 17th, 1877, and the business of that organization will be continued in the future under the title of the "Empire Line." Through the facilities furnished by this organization, a large business reaches your roads from Western lines not controlled by you, which otherwise would seek other channels. Under the arrangement made, your Company paid the Empire Transportation Company, in car trust certificates, \$1,650,000 for its ordinary freight equipment, consisting of 2,704 box cars, 200 stock cars, 100 gondola cars, and 400 rack cars, in all 3,406 cars: also \$900,000 in like certificates for its oil carrying equipment, embracing 1,308 tank cars. It also purchased all the pier and depot property, shops, offices and material for repair and construction of cars belonging to the Empire Transportation Company for the sum of \$450,000, which was paid for in securities owned by your Company. Under the arrangement as to car trust certificates, your Company has ten years in which to pay in quarterly instalments the \$1,650,000, and eight years in which to pay the \$900,000, six



per cent. interest on the amounts due being paid quarterly. The amount required for interest and instalments of principal is met by a portion of the sums which your Company has heretofore paid for the use of this equipment and the services rendered in connection with it, while under the plan consummated, your Company will, at the end of the terms named, be the absolute owner of the property. It is believed by your Board that the arrangement made for the purchase of the Empire equipment and facilities will be productive of beneficial results, and that the increased revenues resulting therefrom will provide for the payment of the equipment much within the time specified in the obligations of your Company.

No fast freight organization not owned by your Company now remains upon your lines.

Under the several Car Trusts which have been created by your Company since February, 1875, 3,500 8-wheeled coal cars have been placed upon your lines east of Pittsburgh, and 1,000 box cars on your Southwestern lines. The cars for your Lines east of Pittsburgh represented

a cost of	-	-	-	-	-	-	-	-	\$1,949,000
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those west of Pittsburgh,	-	-	-	-	-	-	-	-	535,000
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Total,	-	-	-	-	-	-	-	-	\$2,484,000
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Of which there had been paid up to December 31, 1877 :

On account of Lines east of Pittsburgh,	-	-	-	-	-	-	-	-	\$465,000
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West of Pittsburgh,	-	-	-	-	-	-	-	-	18,000
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Total,	-	-	-	-	-	-	-	-	\$483,000
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Leaving outstanding at that date,	-	-	-	-	-	-	-	-	\$2,001,000
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In addition to the portion of the principal thus paid, the rental upon the equipment has been paid quarterly. The aggregate

amount now required annually of your Company is \$389,384.64, which is charged to expenses. The Company by this plan saves the amount which would be otherwise paid for car service if the equipment used belonged to other parties, and upon the termination of the trusts this Company will own the cars without any increase of its construction and equipment account by reason of their acquisition.

#### GENERAL REMARKS.

The various plans adopted by the Trunk Lines during many years past to secure reasonable remuneration for the work done by them, failed to accomplish the desired results, and it was found that no system, which practically left the making of rates and the actual control of the business in the hands of irresponsible agents, could be permanent. An arrangement was therefore entered into on the first of July last between the four roads out of New York, by which the business from that city to points at or west of their termini was divided between them upon the basis of the actual volume of traffic which the roads had secured under open competition. As a result of this agreement, all west bound shippers have been placed on a perfect equality, and thus a fruitful source of complaint has been removed, and the fact that the rates now charged are below the average for the last five years, has made it evident to transporters, that no attempt will be made, by reason of the co-operation between the roads, to exact unreasonable charges. It is believed that the system adopted has not only yielded better returns to the companies, but that it will also, when fully tested and understood, secure, as it should, the support of all mercantile communities. Mr. Albert Fink, long connected with the Louisville and Nashville and other important railways of the country, and thoroughly versed in all matters connected with trans-

portation, was appointed the Commissioner of the Trunk Lines, with his office in New York, and under his supervision all matters relating to the arrangement are conducted. The Western Lines, with a view of reaching like results, appointed an Executive Committee, through whom east bound rates were to be strictly maintained (the Presidents of the Trunk Lines being requested in case of the failure of any Western Road to maintain the rate, to charge full local rates on its shipments on their way to the seaboard); and endeavored in other ways to effect a permanent settlement of the differences constantly arising between them in regard to the maintenance of the traffic charges. It has, however, been found impracticable to secure the result aimed at through the course adopted, and for some time past, although the roads have been unable to furnish the necessary facilities for the heavy traffic pressing upon them, the east bound rates have not been fully maintained, and the roads have been thus prevented from earning the revenues to which they were justly entitled.

It is hoped and believed that the experience of the Trunk Lines will satisfy their western connections that the only true remedy for the present difficulty is to adopt a system on east-bound traffic similar to that prevailing on west bound traffic out of New York. There is no practical difficulty in fixing upon the proportions of competitive traffic to which each of the lines may be entitled from the several important trade centres of the West. Should this be accomplished all east bound shippers will be placed on an entire equality; discriminations avoided, and the business of the country conducted on a regular basis, much fairer to all interests than the course heretofore pursued.

In consequence of the continued depression in all the industries of the country, causing further decrease of revenue, your Board made a reduction of ten per centum in the compensation of all offi-

cers and employés, taking effect from the 1st of June, 1877. It was hoped that this measure would be but a temporary one, and that with a revival of business, your Company would soon be able to pay increased compensation, and give full time and employment to all the men. It was clearly understood that a larger number of employés had been retained in the service than could be fully employed in the business of your Company, but your officers knowing the individual distress that must have resulted from the dismissal of a large number of the men, endeavored to avoid this by dividing the work among all, and thus giving each one a chance at least to earn a livelihood. The plan was also desired by many of your oldest and best men. Under this arrangement about 18,000 men were kept upon your Company's rolls, a great majority of whom were steady, industrious and reliable, and from their long connection with your lines were closely identified with your interests and proved themselves thoroughly loyal to the Company. The reduction of wages referred to was not only necessitated upon your lines, but the same course was pursued by other leading lines of railway, and also by the business men of the country engaged in commercial, manufacturing and industrial pursuits.

Unfortunately some of the men in the service of the various railways, instead of co-operating with the companies, and influenced by a public sentiment prevailing in certain localities and the action of bad men connected with other branches of business, took advantage of the opportunity thus offered them to stir up a feeling of discontent among their comrades, and finally incited them to commit such acts of lawless violence as had never before disgraced the railway service of the country. The action of your Company as above stated, not having been appreciated, it has changed its policy and has now in service only the number of men to whom employment for nearly full time can be given, and who therefore earn better wages than they did under the system pursued prior to the

troubles referred to. It is hoped that the present depression will soon end, and that with improved results a higher rate of compensation can be paid to your employés.

In this general connection your Board desire to state that they now have under consideration a plan for the organization of a Fund for the benefit of such of your employés as may be disabled, killed, or superannuated in the service, which it is believed will strengthen the relations between the Company and the men, and establish on a firm basis the common interest that exists between them.

Your attention has already been directed in this report to the outbreak at Pittsburgh on July 19, causing the entire suspension of the freight traffic at that point for a period of ten days: in addition to the great loss of revenue thereby sustained by the Company, millions of dollars worth of valuable property were totally destroyed by fire. As soon as the trouble began the authorities of the City of Pittsburgh were notified, and their aid invoked to suppress the disturbance. Their efforts proving unsuccessful, the Sheriff of Allegheny County, in accordance with law, made a requisition upon the Governor of the State for a military force, which was promptly furnished. In endeavoring to restore order a collision occurred between the troops and the mob on the afternoon of July 21, in which several of the soldiers and a number of the rioters were killed and wounded. The rioters were then joined by large numbers from the various manufactories and mines in the City of Pittsburgh and its vicinity, and further reinforced by the idle and vicious classes which exist in all large communities, and which were attracted to the spot by the opportunity offered for plunder and pillage. On the night of July 21-22 the terrible destruction of property occurred, which is particularly stated hereinafter, and the movement of freight trains through Pittsburgh was entirely prevented. This state of things continued practically until the night of the

28th of July. During the interval, Governor Hartranft having reached the city, assumed command of the State troops, which had been reinforced by detachments of United States regulars and marines forwarded by the General Government on the Governor's requisition. The Governor at once inaugurated the most energetic measures for the restoration of peace and order, and arrangements were made through which the freight traffic of the road was resumed on the following morning, and many of the ringleaders in the late disturbance were promptly arrested by the civil authorities. By that time the citizens of Pittsburgh, appreciating the responsibility resting upon them, had taken measures to strengthen the hands of the civil authorities; to enforce the law and restore order, and thus enable the public to resume their business without further molestation.

A large force was immediately put to work to remove the debris of engines, cars, tracks and buildings which covered the ground from Washington street to Thirty-third street, between which points the Company had lost all its shops, engine-houses, offices, depots and all other property capable of being destroyed by fire, including the Union Depot and Hotel; in short, every one of the thirty-nine buildings owned by it except the oil house on Twenty-eighth street. In this destruction were included 104 locomotives, 46 passenger cars and 506 freight cars, the whole loss aggregating about \$2,000,000. In addition thereto, the actual revenue lost by the Company through this stoppage of its traffic, is estimated at \$1,000,000, and the value of the merchandise in transit destroyed at from \$1,000,000 to \$1,500,000. In addition to the above, 20 passenger and 861 freight cars, together with their contents, and valuable buildings belonging to your Western lines were destroyed, and a large amount of property belonging to outside companies and individuals, including the large grain elevator at Pittsburgh; so that the entire loss will probably exceed \$5,000,000.

In accordance with the laws of Pennsylvania, suits are being instituted against the County of Allegheny to recover the damages thus sustained by your Company and by other Companies and individuals, and no doubt is entertained that the amounts found to be due will be recovered. Pending the settlement of these claims, your Board has not deemed it expedient to reduce on your books the value of the property destroyed.

The same spirit of revolt which prevailed at Pittsburgh existed also at Derry, Johnstown, Altoona, Harrisburg, Columbia and Philadelphia, and at Erie and other points, but no property was destroyed or violence committed at any of those places. At Harrisburg and elsewhere the law-abiding citizens of the several communities speedily united to enforce law and order, and deserve credit for the prompt and vigorous action taken by them. At Philadelphia especially, the Company and the community at large were greatly indebted for immunity from loss and for the preservation of order, to the admirable and energetic conduct of His Honor, William S. Stokley, Mayor of the City, and the services of the large and excellent police force under his charge, to whom too much credit cannot be given.

Your Board have from time to time considered the subject of a readjustment of all the liabilities of the Company on a lower basis of interest, and of devising a plan for effecting it in a safe and permanent form that will enable your lines, through moderate rates of transportation, to meet the general interests of the country. The fact that the rate of interest on capital invested in new enterprises is being steadily reduced in this country, and the still broader fact that the permanent charges for use of capital in the future will, in the judgment of your Board, rule much below the rates that have prevailed in the past and that now measure the fixed charges of your own and most of the other lines of the country, present to the minds of your Directors

strong reasons why the process of a gradual and steady reduction of these liabilities should now be commenced, and be persevered in so that your financial position will be made very strong and your securities be free from the violent fluctuations that are caused from time to time by the vicious policy inaugurated by other interests upon competitive business. Your Company will thus be enabled to handle that traffic at such rates as will always command for your lines a large and increasing business and make them useful and valuable in the highest degree as transporters, and of increasing value to your shareholders. This important matter has received their earnest attention, and they are of the opinion that this can be effected by the adoption of the following general plan, through which they believe the best interests of the shareholders will be permanently protected and promoted:

That there shall be appropriated from the net earnings of the Company the sum of \$100,000 per month, commencing May 1st, 1878, which sum shall be deposited in a satisfactory Trust Company in the City of Philadelphia, if arrangements can be so made which will be approved by the Board, with which shall be associated two competent and responsible shareholders, as Trustees under a special trust, having for its object the purchase from time to time of the bonds and shares of other companies which are guaranteed by the Pennsylvania Railroad Company, and also the bonded debt of the Pennsylvania Company, except that portion of the Pennsylvania Company's bonded debt, the retirement of which is already provided for by the special trust of that Company hereinbefore stated: The purpose being to ultimately reduce all the liabilities above referred to; the Trust to be in such form as your Board of Directors, under the advice of competent counsel, may find to be best adapted to protect and promote the interests of the Stockholders.

For the amount of \$1,200,000 per annum so appropriated from the net earnings to the trust, and such portion of the sum that



may be expended annually for construction and equipment purposes as will complete the amount of two per cent. per annum upon your capital stock, to wit \$177,404, the shareholders to be entitled to receive annually scrip equivalent to a dividend of \$1 per share redeemable at the option of the Company, bearing interest at four per cent. per annum, payable semi-annually, and in addition thereto, the balance of the net earnings in cash.

The income of the trust to be applied—

1st. To the necessary expenses of the trust.

2d. To the payment of interest upon the scrip so issued to the shareholders, and

3d. To the purchase from time to time of the outstanding guaranteed and other obligations as before stated.

The principal sum of the entire fixed obligations of your Company upon leased lines, and guaranteed securities, covering 3,405 miles of well-located railway lines and 408 miles of canal that are valuable to your own works, may be stated as follows:

UNITED NEW JERSEY RAILROAD AND CANAL COMPANY, including all Companies in which it was concerned as a guarantor,				\$47,205,675 00
PENNSYLVANIA RAILROAD COMPANY:				
All lines east of Pittsburgh and Erie,	-	-	-	35,450,266 66
All lines west of Pittsburgh and Erie,	-	-	-	95,360,351 45
				<hr/>
				\$178,016,293 11
Bonded indebtedness of the PENNSYLVANIA COMPANY,	-			7,000,000 00
				<hr/>
				\$185,016,293 11
Deduct amount of bonds redeemed and in sinking fund,	-			4,500,000 00
				<hr/>
The balance of these fixed liabilities is	-	-	-	\$180,516,293 11
<hr/>				
The average annual interest and guarantee thereon is 7 $\frac{1}{2}$ per cent., or in round numbers				
	-	-	-	\$13,400,000 00
				<hr/>
Amount carried forward,				\$13,400,000 00

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Amount brought forward,	\$13,400,000 00
To meet this obligation the net earnings for	
1877 from the Western Lines were -	\$7,269,557 09
From all lines east of Pittsburgh & Erie, after	
paying interest on the debt of the Penn-	
sylvania Railroad Company, and rental	
of its branch lines worked at their cost,	
for the same period, - . -	10,844,833 19
	<hr/>
	18,114,390 28

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Leaving a surplus, based upon the earnings of 1877, of \$4,714,390 28 to meet the instalments to the proposed trust; incidental liabilities of the various companies, and cash dividends upon the capital stock of the Pennsylvania Railroad Company.

If the general plan proposed by the Board shall be approved by the shareholders, it would ultimately result in the practical ownership of all the leased lines, or their assets and guaranteed liabilities, and as the scrip or debenture issued bearing 4 per cent. interest, would be redeemable at the option of the Company, it would be released from the necessity of raising large sums of money to meet maturing indebtedness. If the same plan were further continued, after the liabilities above stated had been so reduced to a four per cent. basis, the Company could also reduce its own bonded debt to the same basis, and if this is done it would then be enabled, by the same or even a less contribution to the fund, to pay off the scrip indebtedness which it had created, and the final result would be that all your property would be held by you practically free from bonded debt and liabilities, and would embrace 3,912 miles of well equipped railway and 408 miles of canal, controlling a large traffic, and upon which it ought always to earn for you reliable dividends. The Company would be greatly relieved through the operations of the trust, and the net earnings over the two per cent. represented by the scrip, could be devoted each six

months to cash dividends to the shareholders. Should it be deemed advisable during the operation of this trust, it is believed that the improved financial condition of the Company might enable it to place the amount of its present bonded debt at a greatly reduced rate of interest.

To illustrate the working of the trust, an appropriation of \$1,200,000 per annum, for a period of thirty years, would enable it to own for the shareholders, through the purchase of guaranteed stocks and bonds at rates yielding seven per cent. revenue to the trust, and through the accretions thereon after paying interest on the scrip issued to the shareholders out of the trust fund, not less than \$73,000,000. If the securities referred to could be purchased at rates yielding eight per cent. to the trust, then it would own at the end of the same period, \$94,000,000.

This computation is based upon the difference between the rates of interest paid on the money used in the purchase of the securities, and the earnings of the securities themselves; but the fund will be largely increased by the purchase of these securities below par. If the average price of purchase were fifteen per cent. below par, then the fund on the 7 per cent. basis would be increased to \$84,000,000, and on the 8 per cent. basis to \$108,000,000.

The cost of these securities to the shareholders would have been \$36,000,000, for which they would hold scrip, and upon which they would be paid interest every six months at the rate of four per cent. per annum out of the trust fund. As the last year of the trust shows an accumulation equivalent to about \$4,500,000, after the payment of interest on all scrip issued, it will be seen that with its continuance and its annual accretion, it will require a very limited term to accomplish the results stated.

The form of security which it is proposed to give to the shareholders, is very similar to that which has been created by many of the

English railways as a representation of capital, and is known as a terminable debenture, and which is considered a satisfactory security.

It will be seen from a careful examination of the plan proposed, that its results to the shareholders would be to make their entire property more secure under its existing obligations; give greater security in the future for the payment of regular dividends, and place an appreciating value upon the entire capital stock of the Company.

Your Board would therefore recommend to the favorable action of the shareholders, the resolution appended to this report.

The General Account of the Treasurer, with the Income Account and a complete list of the Stocks and Bonds held by the Company, are hereto annexed: together with the General, Income, and Profit and Loss Accounts of the Philadelphia and Erie Railroad Company, the Pennsylvania Company, and the Pittsburgh, Cincinnati, and St. Louis Railway Company; also the General, and Profit and Loss Accounts of the Allegheny Valley Railroad Company, and the General, and Income Accounts of the Grand Rapids and Indiana Railroad Company. The Reports of the Comptroller and General Manager of your Company will be published in connection with this report, in pamphlet form, for the use of the stockholders, and will show in detail the results of the operation of your lines.

The Board desire to express their acknowledgments to the officers of the Company, on whom the events of the past year devolved exceptional labors and responsibilities, and to the employes who remained faithful in the discharge of their duties.

By order of the Board.

THOMAS A. SCOTT,

*President.*

*Resolved*, That the creation of a trust, having for its object the purchase from time to time of the bonds and shares of other companies which are guaranteed by the Pennsylvania Railroad Company, and also of the bonded debt of the Pennsylvania Company, be, and it is, hereby approved; and that the in-coming Board of Directors be, and they are, hereby instructed and authorized to take such action, under the advice of counsel, as may, in their judgment, be lawful, necessary, and best adapted to create such trust and to accomplish the objects for which it is designed.

## TREASURER'S STATEMENT.

DR.

## GENERAL ACCOUNT.

		DURING YEAR 1877.	
		Increase.	Decrease.
To Capital Stock .....	\$68,870,200 00		
" First Mortgage Bonds due 1880.....	\$4,970,000 00		
" General " " 1910.....	19,999,760 00		
" Consol'd " " 1905.....	23,250,000 00		
" Navy Yard Mortgage Registered Bonds due 1881.....	1,000,000 00		
" Lien of the State upon the Public Works between Philadelphia and Pittsburgh, bearing 5 per cent interest, payable in annual instalments of \$460,000, applicable first to the interest, and the remainder to principal; the original amount of which was \$7,500,000.....	4,572,110 31		\$222,997 66
" Mortgages and Ground Rents payable.....	1,311,576 91	\$1,220,215 80	
	61,103,447 22		
" Accounts payable, viz:			
Passenger balances due other Roads.....	\$267,540 46	119,440 45	
Pay Rolls and Vouchers for December, 1877, paid in January, 1878.....	2,502,133 33		335,559 94
Bills payable.....	1,500,000 00	1,500,000 00	
Cash, Dividend due to Stockholders unpaid.....	14,501 25		129,967 25
Dividend Scrip of December, 1873, outstanding .....	2,241 11		3,486 25
Sundry accounts due other Roads.....	2,111,175 20		185,734 46
	6,397,591 35		
" Appraised Value of Securities owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....	3,895,584 80		
" Equipment of Road and Canal owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....	3,947,479 53		75,850 00
" Balance to credit of Profit and Loss.....	2,347,382 00		7,706,815 03
	\$140,561,084 70	\$2,839,656 25	\$8,610,421 59
		Less amount of increase...	2,839,656 25
		Total amount of decrease ..	\$5,770,765 34

# GENERAL ACCOUNT.

CR.

		DURING YEAR 1877.	
		Increase.	Decrease.
By Balance standing on the Books of the Company for the Construction of the Railroad between Harrisburg and Pittsburgh, including Branches to Indiana, Hollidaysburg, and Morrison's cove, also Branch to connect with the Pittsburgh, Virginia and Charleston Railroad; also Bridge over the Susquehanna River at Columbia and Branch from Columbia to York, in all 325 miles and cost of Stations, Warehouses, and Shops, on the whole Road from Philadelphia to Pittsburgh.....		\$24,366,296 99	
" Balance standing on the Books of the Company for the purchase of the Philadelphia and Columbia Railroad.....		5,375,733 43	
" Balance to debit of Equipment of Road consisting of 938 Locomotives, 595 Passenger Cars, 183 Baggage, Mail, and Express Cars, 17,378 Freight Cars, and 1,307 Road Cars, including Shop Machinery and also including Equipment of Canal, consisting of Schooners, Barges, and Tugs.....		17,470,569 72	75,489 67
" Cost of Real Estate of the Company and Telegraph Line		9,185,888 39	1,106,538 67
" Extension of the Pennsylvania Railroad to the Delaware River, including Wharves and Grain Elevator.....		2,065,227 16	28,614 91
Total amount charged to Construction, Equipment, and Real Estate Accounts for the Railroads between Philadelphia and Pittsburgh, comprising 1,067 <sup>1</sup> / <sub>2</sub> miles of single track, (exclusive of Harrisburg and Lancaster Railroad 100 <sup>1</sup> / <sub>2</sub> miles) including Sidings, Stations, Warehouses, Shops, and Shop Machinery, Telegraph Lines, Canal Equipment, etc., etc.....		\$58,463,715 69	
OTHER ASSETS.			
By Cost of Bonds of Railroad Corporations.....		\$30,149,572 07	\$728,383 34
" Cost of Capital Stocks of Railroad Corporations.....		25,934,719 92	3,526,007 95
" Cost of Bonds and Stocks of Municipal Corporations, Coal Companies, Canal Companies, and Bridge Companies, and investments not otherwise enumerated.....		9,241,770 24	944,275 75
Total Cost of Bonds and Stocks belonging to the Company.....		65,326,142 23	
* By Insurance Fund.....		10,000 00	
" Mortgages and Ground Rents, receivable.....		190,988 31	187,488 31
" Amount expended for the purchase of Anthracite Coal Lands, Hazleton, Hamilton, Eastwick and other Tracts.....		809,118 01	34,671 31
" Appraised Value of Securities owned by the United New Jersey Railroad and Canal Company and transferred with the Lease of the Works of that Company.....		3,895,584 60	
" Equipment of Road and Canal owned by the United New Jersey Railroad and Canal Company, and transferred with the Lease of the Works of that Company.....		8,947,479 53	75,850 00
" Amount of Fuel and Materials on hand for repairs to Locomotives, Cars, and Maintenance of Way, viz:			
For the Pennsylvania Railroad.....		\$1,626,286 61	639,792 07
" United New Jersey R. R. & Canal .....		613,019 91	342,193 02
" Philadelphia and Erie Railroad.....		262,307 42	78,143 28
		2,501,612 94	
" Amount of Bills and Accounts Receivable, and amounts due from other Roads, including advances made to Railroad Corporations for Construction and purchase of Equipment used on their Lines, viz:			
Philadelphia and Erie Railroad Company.....		\$317,454 53	44,065 87
United N. J. R. R. & Canal Co. Construction.....		254,505 33	156,648 75
" " Sinking Fund & Redemption Acct. ....		866,970 00	200,990 00
" " Real Estate.....		330,237 97	58,318 34
Other Companies.....		5,271,424 54	1,548,436 04
		7,040,592 37	
By Cash Balance in hands of the Joint Stock Bank, London, and other parties, to pay Coupons due in January, 1878.....		1,196,966 31	11,759 62
" Cash Balance in hands of Freight and Passenger Agents.....		\$1,727,624 34	30,776 43
" Cash Balance in hands of Treasurer.....		1,461,860 37	403,084 92
		3,179,454 71	
		\$146,561,684 70	\$2,592,608 39
			\$8,363,373 73
			Less amount of increase ..
			2,592,608 39
			Total amount of decrease ..
			\$6,770,765 34

\* The Insurance Fund actually represents an asset of \$501,000—Invested in the following securities:

\$260,000—Susquehanna Coal Company's Bonds, at .....	\$221,261 09
51,000—Steubenville and Indiana Railroad Company's Bonds, at.....	40,800 00
280,700—Western Pennsylvania Railroad Company's Bonds, at.....	221,700 00
20,000—Summit Branch Railroad Company's Bonds, at.....	16,238 91
\$611,700	\$600,000 00



INCOME RECEIVED FROM SECURITIES OWNED BY PENNSYLVANIA  
RAILROAD COMPANY.

Allegheny Valley R. R. Bonds, old coupon account.....	\$210,000 00
Bald Eagle Valley R. R. Bond.....	7,480 00
" " Stock.....	9,265 00
Belvidere Delaware R. R. Bonds.....	42,000 00
Belle's Gap R. R. Bonds.....	1 050 00
Car Trust of Penn'a Stock.....	9,596 67
Central Stock Yard and Transit Co. Bonds.....	21,000 00
City of Philadelphia 6 per cent Loan.....	150 00
Cincinnati and Muskingum Valley R. R. Bonds.....	26,320 00
Cincinnati Street Connection Bonds.....	91,300 00
County of Clark, Illinois, Bonds.....	1,193 45
Connecting Railway Stock.....	76,632 00
Cumberland Valley R. R. Stock.....	121,300 00
East Brandywine and Waynesburg R. R. First Mortgage Bonds.....	3,913 00
Erie and Pittsburgh R. R. Bonds.....	16,050 00
Frederick and Penn'a Line R. R. First Mortgage Bonds.....	\$1,070 22
" " Second " ".....	3,346 39
	4,376 61
Grand Rapids and Indiana R. R. Coupons.....	224,000 00
Harrisburg and Lancaster R. R. St ck.....	3,454 88
Indianapolis and St. Louis R. W. First Mortgage Bonds.....	\$30,800 00
" " Equipment " ".....	4,000 00
	34,800 00
" " Vincennes R. R. Bonds.....	2,880 00
Jersey City and Bergen R. R. Bonds.....	36,155 00
Jeffersonville, Madison, and Indianapolis R. R. Stock.....	134,519 00
Junction R. R. Stock.....	19,877 00
Keystone Hotel Co. Stock.....	6,000 00
Little Miami R. R. Stock.....	27,096 00
Louisville Bridge Stock.....	50,554 00
Mifflin and Centre County R. R. Bonds.....	6,000 00
Newport and Cincinnati Bridge Bond.....	84,000 00
Northern Central Railway Second General Mortgage Bonds.....	60,000 00
Pennsylvania Canal Co. Bonds.....	28,020 00
" Railroad First Mortgage Bonds.....	180 00
Pittsburgh, Ft. Wayne, and Chicago Railway Special Stock.....	49,633 50
Perth Amboy and Woodbridge R. R. Bonds.....	6,000 00
Pittsburgh, Cincinnati, and St. Louis Railway Bonds.....	14,875 00
Pullman Palace Car Stock.....	54,000 00
" " Bonds.....	7,600 00
Pennsylvania Company First Mortgage Gold Bonds.....	91,885 25
Philadelphia and Erie R. R. Bonds, 6 per cent.....	60 00
Pennsylvania Steel Co. Stock.....	44,106 00
Railway Equipment Trust of Penn'a. Stock.....	1,040 00
Richmond and Danville R. R. First Mortgage Bonds.....	\$12,750 00
" " Consolidated Mortgage Bonds.....	83,803 31
	96,553 31
Southwest Penn'a Railway Certificate of Indebtedness.....	\$184 33
" " Bonds.....	54,040 00
	54,224 33
Shamokin Valley and Pottsville R. R. Bonds.....	60,771 72
Stuebenville and Indiana R. R. Bonds.....	17,640 00
St. Louis Vandalia, and Terre Haute E. B. Bonds.....	15,750 00
Susquehanna Coal Co. Bonds.....	35,220 00
Trenton Delaware Bridge Co. Bonds.....	19,133 34
Tyrone and Clearfield Railway Stock.....	70,000 00
United New Jersey R. R. and Canal Co. Stock.....	22,500 00
Warren and Franklin R. R. Bonds.....	33,740 00
Western Penn'a R. R. Bonds, General Mortgage.....	\$84,000 00
" " Branch.....	16,620 00
" " " " First Mortgage.....	600 00
	101,220 00
West Jersey E. B. Stock.....	3,257 10
	\$2,165,862 16

December 31, 1877.

# LIST OF BONDS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 31, 1877.

NAME OF SECURITY.	No. OF BONDS.	RATE OF PAR.	PAR VALUE.
Alexandria & Fredericksburg Railway 1st Mtge. 7 per cent gold .....	998	1,000	\$998,000 00
Allegheny Valley R. R. Funded Debt Mtge. 7 per cent.....	3,712	1,000	3,712,000 00
Bald Eagle Valley R. R. 2d Mtge. 7 per cent.....	100	1,000	100,000 00
Baltimore & Potomac R. R. 2d Mtge. Income 6 per cent.....	2,000	1,000	2,000,000 00
Bedford & Bridgeport R. R. 1st Mtge. 7 per cent.....	1,000	1,000	1,000,000 00
Bell's Gap R. R. 1st Mtge. 7 per cent.....	30	500	15,000 00
Belvidere Delaware R. R. Consolidated Mtge. 7 per cent.....	1,200	1,000	1,200,000 00
Burlington County R. R. 1st Mtge. (Vincentown Branch) 6 per cent., overdue.....	30	500	15,000 00
Central Stock Yard & Transit Co 7 per cent.....	300	1,000	300,000 00
Cincinnati & Muskingum Valley R. R. 7 per cent.....	752	1,000	752,000 00
Cincinnati Street Connection Bonds 6 per cent.....	110	1,000	110,000 00
City of Philadelphia 6 per cent. Loan.....			2,773 75
Columbia & Port Deposit R. R. 1st Mtge. 7 per cent. ....	1,822	1,000	1,822,000 00
Columbus, Chicago & Indiana Central Railway \$5,000,000 Loan 7 per cent.....	1,258	1,000	1,258,000 00
Columbus, Chicago & Indiana Central Railway \$10,000,000 Loan 7 per cent.....	3,504	1,000	3,504,000 00
County of Clark, Illinois, Bonds, 8 per cent.....	15	1,000	15,000 00
Danville, Hazleton & Wilkesbarre R. R. 1st Mtge 7 per cent. {	173	1,000	264,000 00
	134	500	
	120	200	
East Brandywine & Waynesburg R. R. 1st Mtge. 7 per cent.....	44	500	112,900 00
	909	100	
East Brandywine & Waynesburg R. R. (New Holland Extension) 7 per cent.....	42	500	121,400 00
	1,004	100	
Erie & Pittsburgh R. R. Equipment Loan 7 per cent.....	230	1,000	230,000 00
Frederick & Pennsylvania Line R. R. Judgment.....			115,000 00
Frederick & Pennsylvania Line R. R. 1st Mtge. 6 per cent. gold {	16	1,000	16,500 00
	1	500	
	7	1,000	
Frederick & Pennsylvania Line R. R. 2d Mtge. 6 percent. gold {	4	500	52,400 00
	434	100	
Indianapolis & St. Louis R. R. 1st Mtge. 7 per cent.....	410	1,000	440,000 00
Indianapolis & St. Louis R. R. Equipment. 8 per cent.....	249	1,000	249,000 00
International Navigation Co. 1st Mtge. 7 per cent.....	1,489	1,000	1,500,000 00
	17	500	
	25	100	
Amount carried forward.....			\$19,904,973 75

NAME OF SECURITY.	No. OF BONDS.	RATE OF PAR.	PAR VALUE.
Amount brought forward.....			\$19,904,973 75
sey City & Bergen R. R. 1st Mtge. 7 per cent.....	483	1,000	483,000 00
wisburg, Centre & Spruce Creek R. R. 1st Mtge. 7 per cent.....	1,899	1,000	1,899,000 00
lin & Centre County R. R. 1st Mtge. 6 per cent.....	{ 100 200 }	{ 1,000 500 }	200,000 00
port & Cincinnati Bridge Co. 1st Mtge. 7 per cent.....	1,200	1,000	1,200,000 00
thern Central Railway Consolidated General Mtge. gold 6 per cent.....	1,600	1,000	1,600,000 00
thern Central Railway 2d General Mtge. 6 per cent.....	1,000	1,000	1,000,000 00
nsylvania Canal 1st Mtge. 6 per cent.....	467	1,000	467,000 00
nsylvania Company 1st Mtge. 6 per cent.....	7,000	1,000	7,000,000 00
nsylvania Company 6 per cent. Secured Loan.....	1,478	1,000	1,478,000 00
nsylvania & Delaware R. R. Judgment.....			6,834 42
th Amboy & Woodbridge R. R. 1st Mtge. 6 per cent.....	100	1,000	100,000 00
ladelphia & Erie R. R. 6 per cent.....	1	1,000	1,000 00
nsylvania R. R. 1st Mtge. 6 per cent.....	3	1,000	3,000 00
ladelphia & Erie R. R. General Mtge., gold 6 per cent.....	3,680	1,000	3,680,000 00
sburgh, Cincinnati & St. Louis Railway Consolidated Mtge. 7 per cent.....	355	1,000	355,000 00
sburgh, Virginia & Charleston R. R. 1st Mtge. gold 7 per cent.....	1,605	1,000	1,605,000 00
sburgh, Wheeling & Kentucky R. R. 1st Mtge. Registered 7 per cent.....	100	1,000	100,000 00
lman Palace Car Bonds 8 per cent.....	95	1,000	95,000 00
hmond & Danville R. R. Consolidated Mtge. gold 6 per cent.....	1,700	1,000	1,700,000 00
hmond & Danville R. R. 1st Mtge. 6 per cent.....			212,500 00
smokin Valley & Pottsville R. R. 1st Mtge. gold 7 per cent.....	{ 715 180 }	{ 1,000 500 }	805,000 00
th West Pennsylvania Railway 1st Mtge. 7 per cent.....	743	1,000	743,000 00
abenville & Indiana R. R. 7 per cent.....	226	1,000	226,000 00
Louis, Vandalia & Terre Haute 2d Mtge. Convertible 7 per cent.....	225	1,000	225,000 00
mit Branch R. R. 1st Mtge. 7 per cent.....	200	1,000	200,000 00
quehanna Coal Co. 1st Mtge. 6 per cent.....	457	1,000	457,000 00
nton Horse Car R. R. Bonds 7 per cent.....	10	500	5,000 00
ren & Franklin R. R. 1st Mtge. 7 per cent.....	{ 304 358 }	{ 1,000 500 }	483,000 00
stern Pennsylvania R. R. General Mtge. 7 per cent.....	1,200	1,000	1,200,000 00
stern Pennsylvania R. R. 1st Mtge. 6 per cent.....	10	1,000	10,000 00
stern Pennsylvania R. R. Branch 6 per cent.....	{ 185 127 293 }	{ 1,000 500 100 }	277,800 00
TOTAL.....			\$47,722,108 17

# LIST OF STOCKS

OWNED BY

## THE PENNSYLVANIA RAILROAD COMPANY

December 31, 1877.

NUMBER OF SHARES.	NAME OF SECURITY.	RATE.	PAR VALUE.
25,000	Allegheny Valley Railroad Stock.....	\$50	\$1,250
9,000	American Steamship Company Stock.....	100	900
3,682	Bald Eagle Valley Railroad Stock.....	50	184
60,852	Baltimore & Potomac Railroad Stock.....	50	3,042
300	Bells Gap Railroad Stock.....	50	15
666	Camden & Philadelphia Steamboat Ferry Company Stock....	50	33
298	Car Trust of Pennsylvania Stock.....	1,000	298
6,500	Chartiers Railway Stock.....	50	325
22,000	Cleveland, Mt. Vernon & Delaware Railroad Common Stock.	50	1,100
25,544	Connecting Railway Stock.....	50	1,277
5,286	Creson Springs Company Stock.....	25	132
4,744	Cumberland Valley Railroad Preferred Stock.....	50	237
19,516	Cumberland Valley Railroad Common Stock.....	50	975
18	East Brandywine & Waynesburg Railroad Stock.....	50	9
2,000	International Exhibition Company Stock.....	25	50
19,217	Jeffersonville, Madison & Indianapolis Railroad Stock.....	100	1,921
1,529	Junction Railroad Stock.....	50	76
1,000	Keystone Hotel Company Stock.....	100	100
27	Lewisburg, Centre & Spruce Creek Railroad Stock.....	50	1
153	Lewistown & Kishacoquilla Turnpike Company Stock.....	50	396
7,924	Little Miami Railroad Stock.....	100	901
9,013	Louisville Bridge Stock.....	100	901
16,667	Mineral Railroad & Mining Company Stock, First Instalment.....		33
8,050	Newport & Cincinnati Bridge Company Preferred Stock.....	100	805
48,420	Northern Central Railway Stock.....	50	2,421
38,000	North Western Ohio Railway Stock.....	50	1,900
70,231	Pennsylvania Canal Company Stock.....	50	3,511
160,000	Pennsylvania Company Preferred Stock.....	50	8,000
59,900	Pennsylvania Company Common Stock.....	50	2,995
7,351	Pennsylvania Steel Company Stock.....	100	735
31,636	Philadelphia & Erie Railroad Company Common Stock.....	50	1,581
48,000	Philadelphia & Erie Railroad Company Preferred Stock.....	50	2,400
250	Philadelphia & Merion Railroad, First Instalment.....		1
80	Philadelphia & Southern Mail Steamship Company Stock.....	125	10
60,000	Pittsburgh, Cincinnati & St. Louis Railway Preferred Stock...	50	3,000
	Amount carried forward.....		\$40,812.

NUMBER OF SHARES.	NAME OF SECURITY.	RATE.	PAR VALUE.
	Amount brought forward.....		\$40,612,285
8,100	Pittsburgh, Virginia & Charleston Railroad Stock.....	\$50	405,000
6,750	Pullman Palace Car Stock.....	100	675,000
3	Railway Equipment Trust of Pennsylvania Stock.....	1,000	3,000
6	Richmond & Danville Railroad Stock.....	100	600
3,541	River Front Railroad, First Instalment.....		17,705
7,089	South Western Pennsylvania Railway Stock.....	50	354,450
8,370	St. Louis, Vandalia & Terre Haute Railroad First Preferred Stock.....	100	837,000
3,804	Summit Branch Railroad Stock.....	50	2,190,200
6,885	Susquehanna Coal Company Stock.....	100	1,688,500
0,000	Tyrone & Clearfield Railway Stock.....	50	1,000,000
3,000	United New Jersey Railroad & Canal Company Stock.....	100	300,000
9,837	Western Pennsylvania Railroad Stock.....	50	991,850
1,551	West Jersey Railroad Stock, \$35 per share paid.....		54,285
	TOTAL.....		\$49,129,875

### SUMMARY.

Par Value of Bonds.....	\$47,722,108 17
Par Value of Stocks.....	49,129,875 00
Total.....	\$96,851,983 17
Cost as per General Account.....	\$85,326,142 23

**A.—PENNSYLVANIA RAILROAD COMPANY—ACCOUNTING DEPARTMENT.**  
*Earnings and Expenses of Main Line, Branches, and all Leased Roads, including the Delaware and Raritan Canal, operated by the Pennsylvania Railroad Company, for the year ending December 31, 1877.*

ROADS.	Length of Road.	Gross Earnings.	Working Expenses.	Interest on Equipment &c.	Rentals paid Branch R'ds.	Total Expenses including Rentals and Interest on Equipment.	Profit.	Loss.	Net profit after deducting Rentals and Interest on Equipment.
<b>PENNSYLVANIA RAILROAD.—MAIN LINE AND BRANCHES OWNED BY THE PENNSYLVANIA RAILROAD COMPANY AND REPRESENTED BY ITS STOCK.</b>									
Pennsylvania Railroad including Empire and Green Linc.	358	\$10,714,888 45	\$9,297,846 43			\$9,297,846 43	\$7,457,012 02		
Columbia Bridge.....	1	25,228 69	17,529 22			17,529 22	6,699 38		
York Branch.....	12	40,394 33	26,242 66			26,242 66	20,251 67		
Hollidaysburg Branch.....	55	136,109 11	76,610 38			76,610 38	59,708 73		
Indiana Branch.....	19	43,515 19	37,253 20			37,253 20	6,255 93		
<b>LEASED BRANCHES.</b>									
East Brandywine and Wayneburg Railroad.....	28	32,293 39	20,244 80	\$1,607 59	\$10,411 00	32,293 39			
Pennsylvania and Delaware Railroad.....	39	34,983 35	27,495 16	1,038 34	6,149 81	34,653 35			
Columbia and Port Deposit Railroad.....	39	14,395 90	13,113 80	645 20	636 90	14,395 90			
Mifflin and Centre County Railroad.....	12	35,251 89	20,250 26	2,106 34	11,189 29	33,551 89			
Sunbury and Lewisburg Railroad.....	44	109,149 72	62,832 32	3,146 40	43,471 00	103,449 72			
Bedford and Bridgeport Railroad.....	49	76,837 72	76,433 83	403 89		76,837 72			
Tyrone and Clearfield Railroad.....	61	425,841 93	279,708 68	12,322 89	105,554 99	397,586 56	28,255 37		
Bald Eagle Valley Railroad.....	54	136,962 39	81,878 16		54,784 96	136,063 12	299 27		
Newry Railroad.....	1	314 54	1,122 63			1,122 63		778 09	
Elensburg and Crescon Railroad.....	11	10,393 97	13,125 01			13,125 01		2,741 01	
Western Pennsylvania Railroad.....	85	163,029 08	350,222 85	23,364 65	184,441 78	563,029 28			
Southwest Pennsylvania Railroad.....	43	299,758 92	159,168 24	9,551 10	131,039 58	299,758 92			
Dunville, Hazleton and Wilkesbarre Railroad.....	44	99,405 91	81,223 63	3,053 26	15,224 02	99,405 91			
Lewistown, Centre and Spruce Creek Railroad.....	44	30,851 58	24,984 87	1,306 47	4,599 24	30,881 58			
Hanover and York Railroad.....	19	55,367 28	35,485 43	2,173 33	17,708 52	55,367 28			
Littletown Railroad.....	9	16,706 51	15,503 91	732 38	470 67	16,706 51			
Frederick and Pennsylvania Line Railroad.....	28	48,956 26	42,021 46	3,022 54	9,022 26	48,946 26			
<b>Total Pennsylvania Railroad and Branches.....</b>	<b>1,035</b>	<b>\$18,983,456 25</b>	<b>\$10,751,138 64</b>	<b>\$69,479 42</b>	<b>\$688,784 95</b>	<b>\$11,409,403 01</b>	<b>\$7,577,572 37</b>	<b>\$3,519 13</b>	
*United Railroads of New Jersey Division.....	293	7,353,325 80	5,163,921 22			6,163,924 22	2,191,401 58		
*Delaware and Raritan Canal.....	66	896,560 65	477,066 78			477,066 78	418,962 87		
*Belvidere Delaware Railroad and Flemington Branch.....	80	708,811 78	586,170 24	38,516 27	94,115 25	708,801 78			
Philadelphia and Erie Railroad.....	28	3,172,992 70	2,049,027 34	239,189 80	884,175 46	3,172,992 70			
<b>Add—Interest received from Investments Pennsylvania Railroad.....</b>	<b>1,782</b>	<b>\$31,117,146 18</b>	<b>\$19,098,467 24</b>	<b>\$347,185 60</b>	<b>\$1,657,075 06</b>	<b>\$20,932,798 49</b>	<b>\$10,187,936 82</b>	<b>\$3,519 13</b>	
<b>Add—For use of equipment loaned to Branch Roads.....</b>									
<b>Add—Received from Investments United New Jersey Railroads and Canal.....</b>									
<b>From which Deduct—</b>									
Payments on account of United Railroads of New Jersey.....							\$4,314,407 88		
Rent of Harrisburg and Lancaster Railroad.....							132,572 99		
Interest on Bonded and Floating Debt.....							3,669,134 84		
Interest, State of Pennsylvania on account purchase Main Line.....							237,002 34		
Premium, exchange, &c.....							85,996 76		
<b>Total.....</b>							<b>\$12,917,525 33</b>		
<b>Total.....</b>									<b>\$8,396,114 81</b>

1877.	Earnings.	Expenses.	Net Earnings.	Interest on Equipment.	Net Earnings after deducting interest on Equipment.	Excess of Expenses.	Paid on acct. of Dividends.	Paid on acct. of Interest of Bonds and Premium on Adv. to Del. R. R. Co. Exchange.	Paid on acct. of Interest of Organiza- tions, Rents & Mortgages and Ground Rents.	Paid on acct. of Trans- port and Taxes.	Profits.	Loss.
New York Division.....	\$9,156,370 06	\$4,013,015 49 }	\$5,204,965 04		\$2,204,965 04		\$1,483,710 00	\$1,270,098 37	\$93,789 47	\$172,367 90		\$1,146,935 64
Amboy Division.....	952,609 98	890,999 51 }										
Perth Amboy and Wood- bridge Railroad.....	13,848 58	23,504 54	9,655 96			\$9,655 96	1,682 00	6,000 00	100 00			17,387 96
Millston and New Bruns- wick Railroad.....	8,263 73	17,079 20	8,695 47			8,695 47	2,865 00		100 00			11,690 47
Rocky Hill and Kingston Railroad.....	3,437 88	14,036 97	10,599 09			10,599 09	1,122 00		100 00			11,821 09
Princeton Branch.....	7,851 35	15,329 31	7,477 96			7,477 96						7,477 96
Mercer and Somerset Railway.....	9,569 29	31,171 33	21,602 04			21,602 04	1,631 00					23,233 04
Frankford and Holmes- burg Railroad.....	5,998 41	8,901 38	2,902 97			2,902 97	3,900 00	3,500 00				9,672 97
Pemberton and Hight- stown Railroad.....	22,788 59	33,816 86	11,028 27			11,028 27	20,529 00	11,200 00				49,257 27
Camden and Burlington County Railroad includ- ing Burlington and Mt. Holly Railroad.....	151,558 90	90,520 70	61,038 20		61,038 20		22,915 50	21,900 00	500 00		\$16,622 70	2,686 35
Vincentown Branch.....	2,483 45	4,269 80	1,786 35			1,786 35	900 00					12,410 55
Mount Holly, Lumberton and Modford Railroad.....	7,748 42	8,969 97	1,221 55			1,221 55	5,739 00	5,250 00	200 00			8,436 13
Columbus, Kinkora and Springfield Railroad.....	12,977 16	12,309 16	368 00		368 00					3,803 13		
Delaware and Baritan Canal.....	896,569 65	477,606 78	418,962 87		418,962 87		584,740 00		6,650 00		74,532 24	246,969 37
Belvidere Delaware Rail- road and Flemington Branch.....	708,801 78	586,170 26	122,631 52						183,728 33	84,115 25		183,728 33
	\$8,960,607 23	\$4,327,701 26	\$2,732,995 97		\$2,769,449 36	\$74,069 66	\$2,125,788 50	\$1,317,048 37	\$289,310 89	\$100,439 47	\$16,622 70	\$1,720,666 13
Loss profit on Camden and Burlington County Railroad including Burlington and Mount Holly Railroad.....												16,622 70
Loss in operating United New Jersey Railroads and Canal Company.....												\$1,701,043 43
Loss amount received from investments in cash.....												\$21,625 39
Actual net loss for 1877.....												\$1,462,518 04

R. W. DOWNING, Comptroller.

# LINES WEST OF PITTSBURGH.

**C.**—Statement of Gross Earnings, Expenses, Net Earnings, Rentals, Profits and Losses of Lines west of Pittsburgh for years ending December 31, 1877; also contributions to the various Sinking Funds, and amount expended for Betterments.

Length Miles.	Gross Earnings.	Expenses.	Net Earnings.	Hire of Equipment.	Rental and Interest.	Profits 1877.	Profits 1876.	Loss 1877.	Proportion of loss for which P. R. or Penn. R. or Penn. R. or Pennsylvania Co. is responsible or advance the funds to meet. 1877 meet. 1876.	Sinking Funds.	Betterments.
Proprietary Department Pennsylvania Co.	\$576,384 26	\$248,035 01	\$318,349 25		\$513,91 50	\$725,493 14	\$890,371 43		\$103,342 25	\$22,000 00	
Union Line Bureau Pennsylvania Co.	1,935,577 59	1,210,984 45	725,493 14		2,743,672 51	50,333 15	155,504 57			104,110 00	\$161,098 17
468.3 Pittsburgh Ft. Wayne and Chicago Railway	6,867,364 04	4,061,398 34	2,805,965 70		118,609 03	67,021 42	61,410 81				
14.9 New Castle and Beaver Valley Railroad	296,272 63	110,742 18	185,530 45		71,321 10	24,657 48	17,845 55				
22 Lawrence Railroad	178,322 76	82,326 18	95,996 58		375,040 00				154,194 21	186,073 90	
1.0 Erie and Pittsburgh Railroad	578,191 81	357,346 02	220,845 79		1,243,960 69				143,287 14	152,853 92	
225 Cleveland and Pittsburgh Railroad	2,392,325 73	1,291,662 18	1,100,663 55		60,213 01						20,174 47
62.5 Ashtabula, Youngstown and Pittsburgh Railroad	227,205 48	140,875 72	77,330 76	\$27,117 75							3,220 88
44 Mansfield, Coldwater and Lake Michigan Railroad	77,160 96	70,805 69	6,355 27	11,257 48			5,661 74		4,902 21		
25.1 Northwestern Ohio Railway	61,050 62	45,793 60	15,257 02	7,631 99		7,005 03	21,822 96				
17.3 Toledo and Woodville Railroad	58,183 56	71,713 11	13,529 25	5,092 96					18,622 21	2,045 31	
161 Jeffersonville, Madison and Indianapolis Railroad	1,176,174 69	678,949 50	477,225 19		477,203 74	20,028 45					8,025 26
117 Indianapolis and Vincennes Railroad	254,414 94	284,916 91	24,472 01		206,000 00				230,472 01	190,348 76	
209.6 Pittsburgh, Cincinnati and St. Louis Railway	3,108,193 24	2,092,913 23	1,015,280 01		783,138 05	302,141 96	100,196 99		307,435 69	408,298 29	
195.9 Little Miami Railroad	1,405,523 94	973,743 23	431,780 71		740,211 40					80,000 00	
580.5 Columbus, Chicago and Indiana Central Railway	3,396,955 58	2,910,915 35	485,340 23		455,340 23						
22.8 Chartersville Railway	77,157 14	84,700 49	42,406 65		42,406 65						
148.4 Cincinnati and Muskingum Valley Railway	366,713 56	340,867 91	25,845 65		106,000 00				79,114 05	112,884 33	
158.3 St. Louis, Vandalia and Terre Haute Railroad	1,028,230 82	812,513 32	215,717 50		308,469 24						
72 Indianapolis and St. Louis Railroad	480,280 61	288,818 40	191,462 21		247,410 00						
189 St. Louis, Alton and Terre Haute Railroad	1,062,271 59	775,821 60	286,450 00		451,783 27						
333 Grand Rapids and Indiana Railroad	1,097,107 03	748,361 82	348,745 21		557,874 95						
92 Cincinnati, Richmond and Ft. Wayne Railroad	286,528 59	196,314 45	88,214 12		158,392 65						
157.5 Cleveland, Mt. Vernon, and Delaware Railroad and leased line	388,896 15	307,171 16	81,724 99		202,482 09						
Totals.	\$27,356,888 91	\$18,134,802 83	\$9,202,096 08	\$31,120 18	\$2,850,058 15				\$323,238 15	\$379,833 78	\$251,590 66
3,407.1 Miles.											\$246,246 03



**D.—PHILADELPHIA AND ERIE RAILROAD COMPANY.****TREASURER'S BALANCE SHEET, JANUARY 1ST, 1878.**

		Dr.	
Capital stock, common, -	-	-	\$6,053,700 00
" " preferred, -	-	-	2,400,000 00
			<u>\$8,453,700 00</u>
Sunbury and Erie first mortgage currency bonds,			
seven per cent., -	-	-	\$976,000 00
Philadelphia and Erie first mortgage currency			
bonds, six per cent., -	-	-	2,000,000 00
Philadelphia and Erie first mortgage sterling			
bonds, six per cent., -	-	-	3,000,000 00
Philadelphia and Erie second mortgage currency			
bonds seven per cent., -	-	-	3,000,000 00
Philadelphia and Erie consolidated mortgage			
gold bonds, six per cent., -	-	-	8,680,000 00
			<u>17,656,000 00</u>

**ACCOUNTS PAYABLE.**

Unpaid coupons as follows:—

Sunbury and Erie first mortgage currency cou-			
pons, -	-	-	\$280 00
Philadelphia and Erie first mortgage currency			
coupons, -	-	-	480 00
Philadelphia and Erie first mortgage sterling			
coupons, -	-	-	87 30
Philadelphia and Erie second mortgage currency			
coupons, -	-	-	770 00
Philadelphia and Erie consolidated mortgage gold			
coupons, -	-	-	871,200 00
Less balance from earnings in hands of Pennsylv-			
ania Railroad Company, lessee, -	-	-	114,746 45
			<u>758,070 85</u>

As follows:

Due Pennsylvania Railroad Company, lessee for			
coupons purchased and held by that Company, -	-	-	\$317,454 53
Due Pennsylvania Railroad Company, lessee, for			
coupons on bonds owned by that Company, -	-	-	441,600 00
			<u>\$759,054 53</u>

Less coupons paid by Pennsylvania Railroad Company, lessee, but not chargeable to this account, - - - -

983 68

Balance as above, -	-	-	-	<u>\$758,070 85</u>	<u>\$26,867,770 85</u>
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Cr.

Cost of construction, -	-	-	\$26,137,548 28
Bonds, stocks, etc., of other compa-			
nies, -	-	-	\$246,673 32
Cash, -	-	-	25,068 89
			<u>271,742 21</u>
Profit and loss, -	-	-	458,480 36

Total, -	-	-	-	<u>\$26,867,770 85</u>
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J. S. VANZANDT, *Treasurer.*

**E.—PHILADELPHIA AND ERIE RAILROAD COMPANY.****GENERAL INCOME ACCOUNT FOR YEAR ENDING DECEMBER 31ST,  
1877.**

*Total operating earnings,	-	-	-	\$3,172,992 70
Total operating expenses,	-	-	-	2,049,927 34
Net earnings,	-	-	-	\$1,123,365 36
Add receipts from rents, etc.,	-	-	-	3,125 50
Total revenue,	-	-	-	\$1,126,490 86
Deduct—				
Amount paid for maintenance of organization,	-			\$8,000 00
Amount paid for interest on equipment furnished by lessee under contract of lease, January 1st, 1870,	-	-	-	239,189 80
Amount paid drawback to Allegheny Valley Railroad Company, under traffic contract, for which this Company has received Allegheny Valley Railroad Company income bonds,	-			45,174 25
Amount paid advertising coupons,	-	-	-	96 81
				<u>292,460 86</u>
Balance net revenue applicable for the payment of interest on bonded debt and other obligations of this Company,	-			\$834,029 90
Deduct—				
Interest on \$976,000 Sunbury and Erie bonds, seven per cent.,	-	-	-	\$51,240 03
Interest on \$2,000,000 Philadelphia and Erie bonds, six per cent.,	-	-	-	120,000 00
Interest on \$600,000 Philadelphia and Erie bonds, six per cent.,	-	-	-	174,600 00
Interest on \$3,000,000 Philadelphia and Erie bonds, seven per cent.,	-	-	-	210,000 00
Interest on \$8,680,000 Philadelphia and Erie bonds, six per cent.,	-	-	-	520,800 00
Premium and exchange,	-	-	-	21,575 56
Total interest, etc.,	-	-	-	<u>1,098,215 59</u>
Balance, being the deficiency, after charging all expenses, interest on obligations, except interest on the preferred stock,				<u>\$264,185 69</u>

\* The statement of earnings and expenses herewith submitted is that received from the lessee.

J. S. VANZANDT,  
Treasurer.

**F.—PHILADELPHIA AND ERIE RAILROAD COMPANY.****PROFIT AND LOSS ACCOUNT, DECEMBER 31st, 1877.****Dr.**

Balance to debit of this account, January 1st, 1877,	\$234,590 10
Loss on sundry bonds sold,	15,169 94
Sundry items,	143 25
Deficiency of income for year 1877,	264,185 69

**Cr.**

By Allegheny Valley Railroad Company's traffic account for which this Company has received	
income bonds,	\$45,174 25
Interest, etc., received,	9,789 35
Difference in cash of maintaining organization,	645 02
Balance carried to debit of this account, December 31st, 1887,	458,480 36
	<hr/>
	\$514,088 98
	<hr/>
	\$514,088 98
	<hr/>
	<hr/>
	J. S. VANZANDT,
	<i>Treasurer.</i>



**H.**—ALLEGHENY VALLEY RAILROAD COMPANY.*Profit and Loss Account.*

Balance to debtor, December 31, 1876,	-	-	\$1,501,881	86
Interest on old floating debt, settled since December				
31, 1876, -	-	-	-	775 70
Operating expenses prior to May 1, 1874, not heretofore				
charged up, -	-	-	-	1,211 25
Balance income account for 1877, being deficit in				
net earnings of amount required to pay interest				
on income bonds, -	-	-	-	432,700 70
<hr/>				
Total debit balance of profit and loss account,				
December 31, 1877, as shown in balance				
sheet, -	-	-	-	\$1,936,569 51
<hr/>				

Pittsburgh, February 19, 1878.

A. T. ROWAND,  
*Auditor.*

NOTE.—For the Income Account of the Allegheny Valley Railroad Company, see page 64 of this Report.



**J.—INCOME ACCOUNT PENNSYLVANIA COMPANY, FOR THE  
YEAR ENDING DECEMBER 31, 1877.**

Net earnings Union Line Bureau, - - -	\$725,493 14	
Received for rents of Monongahela Extension, -	48,704 95	
"    "    Real Estate, - - -	48,778 56	
"    "    Toledo and State Line Rail- road, - - -	4,069 35	
"    "    Equipment, - - -	61,838 49	
Profit from operations leased roads, - - -	-	\$884,884 49
Pittsburgh, Fort Wayne and Chicago Railway, -	\$59,333 15	
New Castle and Beaver Valley Railroad, - -	67,021 42	
Lawrence Railroad, - - -	24,667 48	
Jeffersonville, Madison and Indianapolis Railroad, -	20,028 45	
		171,048 50
Received from Investments—		
Dividends on stock, - - - - -	\$299,827 20	
Interest on bonds, - - - - -	165,165 71	
		464,992 91
Revenue, - - - - -		\$1,520,925 90
From which deduct—		
Expenses Proprietary Department, - -	\$63,033 84	
Interest and discount on floating debt, -	195,001 17	
Losses on leased roads—		
Erie and Pittsburgh Railroad, - - -	154,194 21	
Cleveland and Pittsburgh Railroad, - -	143,287 14	
Toledo and Woodville Railroad, - - -	18,622 21	
Interest on 1st mortgage, 7 per cent., gold bonds, -	513,691 50	
"    "    6 per cent. regist'd loan, \$3,200,000, -	48,000 00	
		1,135,830
Balance, being net revenue after expenses, rentals, and interests, - - - - -		\$385,095 83
From which deduct—		
Advances to Indianapolis and Vincennes Railroad Company, charged off to Profit and Loss, -	238,000 00	
Advances to Indianapolis and St. Louis Railway Company, in 1877, \$95,500, ninety per cent., charged to Profit and Loss, - - -	85,950 00	
Advance to Cincinnati, Richmond and Ft. Wayne Railroad Company, being proportion borne by Pennsylvania Company under contract, -	30,975 00	
		354,925 00
Balance, being the surplus of net revenue for year carried to credit Profit and Loss, - - -		\$30,170 83
Approved, THOS. D. MESSLER, 3d Vice President and Comptroller.	N. B. PALMER, General Accountant.	

**K.—PENNSYLVANIA COMPANY.**

DR. *Profit and Loss Account, December 31st, 1877.* CR.

1877. Dec'r 31. To amount carried to Reserve Fund for account of Sinking Funds of Leased Roads, for twelve months.....	1876. Dec'r 31. By Balance to Credit of this Account, this date.....	\$182,924 00	\$450,364 00
To reduction in value of sundry Bills Receivable and Securities, as per order of Board of Directors.....	1877. Dec'r 31. By Balance to Credits of Income Account, Dec. 31, 1877.	308,601 26	30,170 83
To amount difference between cost of four Express Cars (sold to P. C. & St. Louis Railway Co.), and amount received therefor.....	By Profit on sale of Securities.....	3,725 00	31,315 87
To amount advanced to pay interest on First Mortgage Bonds Cincinnati, Richmond, & Ft. Wayne Railroad Co., prior to January 1, 1877, including interest.....	By amount received from J. M. & I. R. Co. in adjustment of account from Aug. 1, 1871, to Dec. 31, 77.	119,420 95	27,190 66
	By Balance of funds from Trustees of Ohio & Pennsylvania Railroad Co. Bridge Bonds.....		1,683 10
	By Balance.....		74,047 69
		\$614,771 21	\$614,771 21

Approved, THOS. D. MESSLER,

3d Vice President and Comptroller.

N. B. PALMER,

General Accountant.



**L.**—PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.  
*General Account, December 31, 1877.*

D

1877. Dec'r 31.	FIXED ASSETS.	1877. Dec. 31.	CAPITAL STOCK.	1877. Dec. 31.
Cost of P. C. & St. L. Ry. Equipment, &c., to Dec. 31, 1876... Additional expenditures this year, viz: For Equipment, credit..... Total cost of Road &c., to December 31, 1877.....	\$19,917,755 10 5,460 29 \$19,942,204 81	P. C. & St. L. Railway Co. Common Stock.....\$1,980,500 00 S. & I. R. R. Co. Common Stock Unconverted... 518,500 00 Total Common Stock.....\$2,498,500 00 P. C. & St. L. Ry. Co. 1st Preferred Stock.....\$2,925,150 00 S. & I. R. R. Co., 1st Preferred Stock Unconv'd 4,050 00 Total 1st Preferred Stock.....3,929,200 00 P. C. & St. L. Railway Company, 2d Preferred Stock.....3,000,000 00 Total Capital Stock.....\$8,437,200 00		
Additions to Cincinnati Street Connection Railway to December 31, 1877..... Supplies on hand..... Stock of supplies March 31, 1875, transferred to C. & I. C. Railway..... Total Deferred Assets.....	\$64,639 00 158,414 78 295,598 13 518,651 91	1st Mortgage Consolidated Bonds.....\$8,222,000 00 2d Mortgage Bonds.....2,500,000 00 1st " S. & I. R. R. Bonds, reorganized.....3,000,000 00 2d " " 4,060 99 3d " " 2,500 00 Income " 4,500 00 Columbus & Newark Division " 775,000 00 Total Funded Debt.....12,508,060 99		
BETTERMENTS TO LEASED ROADS.				
Due by Columbus, Chicago and Indiana Central Railway Co..... " Cincinnati and Muskingum Valley Railway Co..... " St. Louis, Vandalia and Terre Haute Railroad Co..... Total Betterments due.....	\$837,453 40 5,453 35 2,044 97 644,951 72	Cincinnati Street Connection Railway Bonds assumed with lease of Little Miami R. R.....\$292,500 00 Due Little Miami R. R. Co. for value of supplies &c. received of that Co. at date of lease, Dec. 1, 1869...\$1,763,055 97 Less sundry liabilities.....1,517,984 43 Due Little Miami R. R. Co. for value of Assets transferred to it at date of lease of Columbus & Xenia R. R. and subsequently transferred to this Company by lease of Little Miami R. R.....\$943,989 54 Real Estate of Columbus & Xenia R. R. Co., at Col's., O., sold to Union Depot Company... 37,298 75 Due C. C. & I. C. Railway Co. for value of supplies received of that Company at date of lease, February 1, 1869... 184,601 10 Less stock of supplies &c., March 31, 1875, transferred to C. C. & I. C. Railway. See <i>Contra</i> ..... Due C. & M. V. Railway Company for value of supplies received of that Company, May 1, 1873.....13,690 00 Total Deferred liabilities.....1,387,150 93		
CURRENT ASSETS.				
Cash in hands of Paymaster..... " Remitted by Agents, and in transit..... Due by Station Agents and Conductors..... " Other Companies..... " On miscellaneous Accounts..... Total Current Assets.....	\$1,088 17 58,227 94 97,867 52 572,117 28 488,854 05 1,218,155 56	Bills Payable.....None. Accounts Payable for Current Expenditures.....\$372,626 71 Due other Companies.....292,888 23 Coupons matured and not presented... 65,510 00 Miscellaneous Liabilities.....53,210 15 Total Current Liabilities.....794,174 00		\$23,056,586 01
SECURITIES.				
Stock of Little Miami Elevator Company..... " Union Depot Company, Columbus, Ohio..... Bonds of Little Miami Railroad Company..... " Dayton and Western Railroad Company..... Income Convertible Bonds of C. C. & I. C. Railway Company..... Stock of Little Miami Railroad Company..... Total securities..... Balance, being deficiency in Assets.....	\$20,000 00 37,298 75 8,000 00 24,855 50 275,000 00 28,200 00 403,254 25 329,177 76 \$23,056,586 01			

Pittsburgh, Pa., February 15, 1878.

Approved:—THOS. D. MESSLER. Assistant to President and Comptroller.

J. W. RENNER, Auditor.

**M.—PITTSBURGH, CINCINNATI & ST. LOUIS RAILWAY COMPANY**

## INCOME ACCOUNT.

Gross Earnings,	-	-	\$3,097,962 46	
Expenses,	-	-	2,022,913 25	
<hr/>				
Operating net earnings,			\$1,075,049 21	
Add interest received from investments,	-		10,230 80	
<hr/>				
Total net revenue,	-	-	\$1,085,280 01	
Deduct—				
Interest on floating debt,			\$75,848 05	
Rent, Monongahela Extension,			37,500 00	
Interest on bonds of Company,			662,790 00	
			<hr/>	\$783,138 05
<hr/>				
Balance, being surplus after paying expenses, interest, &c.,	-	-	\$302,141 96	
Deduct loss in operating the following roads under their leases:				
Little Miami Railroad,	-	-	\$308,436 69	
Cincinnati and Muskingum Valley Rail-				
road,	-	-	79,114 05	
St. Louis, Vandalia and Terre Haute Rail-				
road,	-	-	46,375 86	
			<hr/>	\$433,926 60
<hr/>				
Balance, being deficiency of income to meet expenses, obliga-				
tions, and rentals, carried to debit profit and loss account,				
December 31, 1877,	-	-	\$131,784 64	
<hr/>				
Approved,			J. W. RENNER,	
THOS. D. MESSLER,			Auditor.	
<i>Assistant to President and Comptroller.</i>				



**M.—PITTSBURGH, CINCINNATI & ST. LOUIS RAILWAY COMPANY**

## INCOME ACCOUNT.

Gross Earnings,	-	-	\$3,097,962 46	
Expenses,	-	-	2,022,913 25	
<hr/>				
Operating net earnings,			\$1,075,049 21	
Add interest received from investments,	-		10,230 80	
<hr/>				
Total net revenue,	-	-	\$1,085,280 01	
Deduct—				
Interest on floating debt,			\$75,848 05	
Rent, Monongahela Extension,			37,500 00	
Interest on bonds of Company,			669,790 00	
			<hr/>	\$783,138 05
<hr/>				
Balance, being surplus after paying expenses, interest, &c.,	-	-	\$302,141 98	
Deduct loss in operating the following roads under their leases:				
Little Miami Railroad,	-	-	\$308,436 69	
Cincinnati and Muskingum Valley Rail-				
road,	-	-	79,114 05	
St. Louis, Vandalia and Terre Haute Rail-				
road,	-	-	46,375 86	
			<hr/>	\$433,926 60
<hr/>				
Balance, being deficiency of income to meet expenses, obliga-				
tions, and rentals, carried to debit profit and loss account,				
December 31, 1877,	-	-	\$131,784 64	
<hr/>				
Approved,			J. W. RENNER,	
THOS. D. MESSLER,			Auditor.	
Assistant to President and Comptroller.				

**N.—PITTSBURGH, CINCINNATI, AND ST. LOUIS RAILWAY COMPANY.**

*Profit and Loss Account, December 31, 1877.*

1877.	1877.			
Dec. 31	Dec. 31			
To balance, Dec. 31, 1876.....	\$6,031,207 23	By earnings and expenses of C. C. & I. Ry. prior to January 1, 1876.....		\$13,785 79
" amount of sundry charges to L. M. Betterment Account, not allowed by L. M. R. Co.....	83,941 86	" profit realized on sale of 186 bonds of Union Depot Co., Columbus, O., of \$1,000.00 each, purchased at 80 per cent of par value, and sold at par.....		37,200 00
" L. M. Div's proportion of expenses of Richmond Passenger Depot, Yard, etc., from April 1, 1871, to December 31, 1876.....	26,878 87	" amount received from George B. Roberts, Trustee, under agreement dated October 1, 1876, for surplus of receipts over payments of interest from June 1, 1876, to August 31, 1877..		4,964 02
" deficiency in income for year ending December 31, 1877..	131,784 64	" amount to the credit of C. P. R. Co. charged off, the same having been included in settlement with that Co., made April 13, 1877.....		21,963 11
		" 2,500 consolidated second mortgage bonds of this Company of \$1,000.00 each, Nos. 2,400 to 5,000, surrendered by the Pennsylvania Company in accordance with an arrangement made with that Company.....	\$2,500,000 00	
		" Interest from October 1, 1873, to January 1, 1874, on \$5,000,000.00 heretofore credited, but not paid.....	7,500 00	2,587,500 00
		" amount of sundry acceptances of this Company issued to the Pennsylvania Company for advances made by them surrendered in accordance with an arrangement made with that Company.....		3,279,221 93
		" By balance.....		329,177 78
	\$6,273,812 60			\$6,273,812 60

Approved,

THOS. D. MESSLER,

*Asst. to Pres. and Comptroller.*

Pittsburgh, Pa., February 15, 1878.

J. W. RENNER,

*Auditor.*

## O.—GRAND RAPIDS AND INDIANA RAILROAD COMPANY.

Dr.

General Account, December 31, 1877.

Cr.

To Cost of Road, equipment, &c., to December 31, 1876.....	\$11,051,897 99	By Capital Stock.....	\$2,800,000 00
Add expenditures during this year.....	35,944 35	“ Funded Debt, as follows:	
To Total Cost of Road, equipment, &c., to date.....	\$11,087,842 34	First Mortgage Bonds.....	\$1,010,000 00
“ amount due by other Companies in current account.....		“ “ Land Grant Bonds.....	2,555,000 00
“ “ Agents and Conductors.....	86,531 29	“ “ “ guaranteed.....	4,000,000 00
“ Cash in hands of Treasurer.....	20,617 54	Income Bonds.....	435,000 00
“ “ “ Pay Master.....	\$54,126 87	Total Funded Debt.....	8,000,000 00
“ “ “ Winslow, Lanier & Co.....	2,712 52	By amount due other Companies in current account.....	41,743 91
“ Bills Receivable.....	4,929 96	“ Accounts Payable.....	69,534 45
“ stock of supplies on hand.....		“ Bills payable held by Pennsylvania Company..	\$336,839 92
“ loss as shown by Income Account.....		“ “ “ by other parties.....	499 95
		“ amount of coupons held by Penn. R. Co.....	1,370,972 54
		“ “ “ matured but not presented.	4,481 91
			1,376,454 45
			\$12,624,072 68

GRAND RAPIDS, MICHIGAN, February 21, 1878.

F. W. GORHAM, Auditor.



# REPORT

## OF THE

# COMPTROLLER.

**Accounting Department, Pennsylvania R. R. Co.**

COMPTROLLER'S OFFICE,

*Philadelphia, January 31, 1878.*

To the President and Board of Directors  
of the Pennsylvania Railroad Company.

GENTLEMEN:—I respectfully present for your information the accompanying statistics obtained from the records of the Accounting Department, embracing in detail the various items of Receipts and Disbursements on account of the transportation of freight and passengers over your Main Line, Branches, and Leased Roads, for the year ending December 31, 1877, under the following general division heads:

The Pennsylvania Railroad Division, . . . . .	1,055 miles.
The United Railroads of New Jersey Division, . . . . .	373 "
The Philadelphia and Erie Railroad Division, . . . . .	288 "
The Delaware and Raritan Canal, . . . . .	66 "
<b>Total, . . . . .</b>	<b><u>1,782</u> "</b>

Respectfully submitted,

R. W. DOWNING,

*Comptroller.*



# PENNSYLVANIA RAILROAD COMPANY.

## COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES OF ALL LINES EAST OF PITTSBURGH AND ERIE FOR THE YEARS 1876 AND 1877.

1876.	EARNINGS.	1877.
\$20,788,075 62	Pennsylvania Railroad Division .....	\$18,983,456 25
11,867,454 42	United Railroads of New Jersey Division....	8,064,127 58
882,551 78	Delaware and Raritan Canal.....	896,569 65
3,352,979 17	Philadelphia and Erie Railroad.....	3,172,992 70
<u>\$36,891,060 99</u>	Total earnings. ....	<u>\$31,117,146 18</u>

1876.	EXPENSES, excluding rentals, &c.	1877.
\$12,452,689 23	Pennsylvania Railroad Division.....	\$10,751,138 64
6,916,788 17	United Railroads of New Jersey Division....	5,750,094 48
523,306 02	Delaware and Raritan Canal.....	477,606 78
2,188,445 92	Philadelphia and Erie Railroad.....	2,049,627 34
<u>\$22,081,229 34</u>	Total expenses.....	<u>\$19,028,467 24</u>

1876.	INTEREST ON EQUIPMENT CHARGED LEASED ROADS AND BRANCHES.	1877.
\$243,986 03	Philadelphia and Erie Railroad.....	\$239,189 90
25,528 85	United R. R. of N. J., "Bel. Del. R. R." .....	38 516 27
74,387 10	Branch Roads operated by Penn'a R. R. Div.	69,479 42
<u>\$343,901 98</u>	Total.....	<u>\$347,185 59</u>

1876.	RENTALS PAID LEASED ROADS AND BRANCHES.	1877.
\$920,547 22	Philadelphia and Erie Railroad.....	\$884,175 46
4,409,520 97	} United R. R. & Canal Co of New Jersey, { including Belvidere Delaware R. R. { and Flemington Branch..... {	4,398,523 13
500,630 19	Branch roads operated by Penn'a R. R. Co.	588,784 95
<u>\$5,830,698 38</u>	Total.....	<u>\$5,871,483 54</u>

1876.	OTHER PAYMENTS.	1877.
\$3,571,126 41	Interest on bonded and floating debt.....	\$3,566,134 84
460,000 00	State of Penn'a on acc't purchase Main Line *	237,002 34
134,228 56	Rent of Harrisburg and Lancaster Railroad..	132,572 99
115,855 23	Centennial Construction and Expenses acc't..	.....
.....	Premium and exchange * *.....	85,996 76
<u>\$4,281,210 20</u>	Total.....	<u>\$4,021,706 93</u>

## RECEIPTS FROM INVESTMENTS, AND EQUIPMENTS

1876.	USED BY BRANCH ROADS.	1877.
\$2,832,572 69	Pennsylvania Railroad Company.....	\$2,511,582 25
252,559 51	United Railroad & Canal Co.'s New Jersey...	221,525 39
77,281 03	Realized on sundry open accounts.....	.....
<u>\$3,162,413 23</u>	Total.....	<u>\$2,733,107 64</u>

DIVIDENDS AND STATE TAXES ON  
DIVIDENDS PAID.

1876.		1877.
\$5,509,587 00	Dividends.....	\$2,410,457 00
495,862 83	State taxes.....	175,619 01
<u>\$6,005,449 83</u>	Total.....	<u>\$2,586,076 01</u>

## RECAPITULATION.

1876.	REVENUE.	1877.
\$36,891,060 99	Gross earnings.....	\$31,117,146 18
3,162,413 23	Other sources.....	2,733,107 64
<u>\$40,053,474 22</u>	Total.....	<u>\$33,850,253 82</u>

1876.	PAYMENTS.	1877.
\$22,081,229 34	Working expenses.....	\$19,028,467 24
343,901 98	Use of equipment charged to branch roads...	347,185 59
5,830,698 38	Rentals paid leased roads.....	5,871,483 54
4,281,210 20	Other payments.....	4,021,706 93
6,005,449 83	Dividends and State taxes.....	2,586,076 01
1,510,984 49	Balance to credit of profit and loss.....	1,995,334 51
<u>\$40,053,474 22</u>	Total.....	<u>\$33,850,253 82</u>

\* In 1877 only the amount accruing as interest went to profit and loss.

\*\* In 1876 the amounts paid for premium and exchange were charged direct to profit and loss.

THE PENNSYLVANIA RAILROAD DIVISION, EMBRACING THE  
FOLLOWING LINES:

Pennsylvania Railroad, Main Line, . . .	358 miles.
East Brandywine and Waynesburg Railroad, . .	28 "
Pennsylvania and Delaware Railway, . . .	39 "
Columbia and Port Deposit Railroad, . . .	39 "
Columbia Bridge, . . . . .	1 mile.
York Branch, . . . . .	12 miles.
Hanover and York Railroad, . . . . .	19 "
Littlestown Railroad, . . . . .	9 "
Frederick and Pennsylvania Line Railroad, . .	28 "
Mifflin and Centre County Railroad, . . .	12 "
Sunbury and Lewistown Railway, . . . . .	44 "
Bedford and Bridgeport Railroad, . . . . .	49 "
Tyrone and Clearfield Railway, . . . . .	61 "
Bald Eagle Valley Railroad, . . . . .	54 "
Hollidaysburg Branch, . . . . .	55 "
Newry Branch, . . . . .	1 mile.
Ebensburg and Cresson Railroad, . . . . .	11 miles.
Indiana Branch, . . . . .	19 "
Western Pennsylvania Railroad, . . . . .	85 "
Southwest Pennsylvania Railway, . . . . .	43 "
Lewisburg, Centre and Spruce Creek Railroad, .	44 "
Danville, Hazleton, and Wilkesbarre Railroad, .	44 "
<hr/>	
Pennsylvania Railroad Division, . . . . .	<u>1,055 miles.</u>

EARNINGS AND EXPENSES FOR THE YEARS 1876 AND 1877, MAIN  
LINE AND BRANCHES, PITTSBURGH TO PHILADELPHIA.

1876.	EARNINGS.	1877.
\$14,539,784 46	From general freights.....	\$14,642,109 01
113,308 28	" miscellaneous freights.....	77,286 51
5,241,068 36	" passengers, first-class.....	3,239,415 76
127,502 79	" " emigrant.....	143,857 57
302,791 17	" Adams' Express.....	313,118 43
238,126 92	" United States mails.....	314,716 64
75,975 39	" miscellaneous passengers.....	69,358 72
149,518 25	" rents.....	183,593 61
<u>\$20,788,075 62</u>	Total earnings.....	<u>\$18,983,456 25</u>

1876.	EXPENSES.	1877.
\$4,646,402 86	For conducting transportation.....	\$4,189,253 99
3,721,596 10	" motive power.....	3,098,317 06
1,192,638 80	" maintenance of cars.....	932,525 52
2,530,194 75	" " of way.....	2,185,486 28
361,856 72	" general expenses.....	345,555 79
<u>\$12,452,689 23</u>	Total working expenses.....	<u>\$10,751,138 64</u>
500,630 19	Rentals paid branch roads.....	588,784 95
74,387 10	Interest on equipment, &c., charged branch roads.....	69,479 42
7,760,369 10	Net earnings to balance.....	7,574,053 24
<u>\$20,788,075 62</u>		<u>\$18,983,456 25</u>

1876.	INCOME ACCOUNT, PENNSYLVANIA RAILROAD DIVISION.	1877.
\$7,760,369 10	Net earnings as above.....	\$7,574,053 24
2,832,572 69	Receipts from investments.....	2,511,582 25
77,281 03	Sundry open accounts.....	.....
<u>\$10,670,222 82</u>	Total receipts.....	<u>\$10,085,635 49</u>

1876.	PAYMENTS.	1877.
\$3,571,126 41	Interest on bonded and floating debt.....	\$3,566,134 84
460,000 00	State of Pennsylvania on account purchase Main Line.....	237,002 34
134,228 56	Rent of Harrisburg and Lancaster Railroad.....	132,572 99
115,855 23	Centennial construction account.....	.....
.....	Premium and exchange.....	85,996 76
6,389,012 62	Net income Pennsylvania Railroad, Main Line and branches.....	6,063,928 56
<u>\$10,670,222 82</u>		<u>\$10,085,635 49</u>

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UNITED RAILROADS OF NEW JERSEY DIVISION, EMBRACING  
THE FOLLOWING LINES:

Mantua to New York, . . . . .	89 miles.
Camden to South Amboy, . . . . .	61 "
Princeton Branch, . . . . .	3 "
Rocky Hill and Kingston Railroad, . . . . .	6 "
Millstone and New Brunswick Railroad, . . . . .	7 "
Perth Amboy and Woodbridge Railroad, . . . . .	7 "
Monmouth Junction to Jamesburg, . . . . .	6 "
Pemberton and Hightstown Railroad, . . . . .	25 "
Camden and Burlington County Railroad, . . . . .	25 "
Columbus, Kinkora, and Springfield Railroad, . . . . .	14 "
Burlington and Mount Holly Railroad, . . . . .	7 "
Mount Holly, Lumberton, and Medford Branch, . . . . .	7 "
Vincentown Branch, . . . . .	3 "
Mercer and Somerset Railway, . . . . .	22 "
Frankford and Holmesburg Railroad, . . . . .	5 "
Bordentown to Trenton, . . . . .	6 "
Belvidere Delaware Railroad, . . . . .	68 "
Flemington Branch, . . . . .	12 "

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United Railroads of New Jersey Division, . 373 miles.

## EARNINGS AND EXPENSES OF THE UNITED RAILROADS OF NEW JERSEY DIVISION FOR THE YEARS 1876 AND 1877.

1876.	EARNINGS.	1877.
\$3,951,890 96	From general freights.....	\$3,868,582 82
69,610 73	" miscellaneous freights.....	148,669 14
7,386,851 90	" passengers, first class .....	3,653,571 06
55,685 10	" " emigrant.....	30,822 50
259,148 77	" Adams' Express.....	215,706 68
105,346 39	" United States mails.....	116,629 44
34,544 95	" miscellaneous passengers.....	30,145 94
4,375 62	" rents.....	.....
<u>\$11,867,454 42</u>	Total earnings.....	<u>\$8,064,127 58</u>
1876.	EXPENSES.	1877.
\$2,818,524 22	For conducting transportation.....	\$2,543,356 35
1,919,780 01	" motive power.....	1,422,579 96
554,554 07	" maintenance of cars.....	474,306 21
1,556,483 95	" " of way.....	1,240,202 20
67,445 92	" general expenses .....	69,649 76
<u>\$6,916,788 17</u>	Total working expenses.....	<u>\$5,750,094 48</u>
25,528 85	Interest on equipment charged Belvidere	38,516 27
4,925,137 40	Delaware Railroad.....	2,275,516 83
	Net earnings to balance.....	
<u>\$11,867,454 42</u>		<u>\$8,064,127 58</u>

## CANAL—embracing:

Delaware and Raritan Canal.....	44 miles.
Feeder.....	22 "
Total.....	66 miles.

## EARNINGS AND EXPENSES OF THE DELAWARE AND RARITAN CANAL FOR THE YEARS 1876 AND 1877.

1876.	EARNINGS.	1877.
\$4,344 35	From tolls on boats.....	\$4,747 18
483,684 46	" " lading.....	465,670 12
347,437 84	" steam towing.....	418,864 42
47,085 13	" miscellaneous sources.....	\$7,287 93
<u>\$882,551 78</u>	Total earnings.....	<u>\$896,569 65</u>
1876.	EXPENSES.	1877.
\$136,290 27	For maintenance of canal.....	\$111,342 30
89,461 29	" canal operation.....	76,243 29
297,554 46	" steam towing.....	290,021 19
<u>\$523,306 02</u>	Total working expenses.....	<u>\$477,606 78</u>
359,245 76	Net earnings to balance.....	418,962 87
<u>\$882,551 78</u>		<u>\$896,569 65</u>

INCOME ACCOUNT, UNITED NEW JERSEY RAILROAD AND CANAL  
COMPANY, FOR THE YEARS 1876 AND 1877.

1876.	Net earnings United Railroads of New Jersey.....	1877.
\$4,925,137 40		\$2,275,516 83
359,245 76	Net earnings Delaware and Raritan Canal...	418,962 87
252,559 51	Interest from investments.....	221,525 39
<u>\$5,536,942 67</u>	<u>Total income.....</u>	<u>\$2,916,005 09</u>

1876.	PAYMENTS.	1877.
\$2,038,450 00	Dividends United New Jersey Railroads and Canal Companies.....	\$2,068,450 00
11,550 00	Organizations, salaries, &c.....	11,500 00
1,310,632 02	Interest on New Jersey loans.....	1,206,672 68
61,766 00	Dividends for branch roads.....	60,333 50
78,450 00	Interest on branch road loans.....	78,450 00
102,391 62	“ on mortgages and ground rents... ..	100,439 47
382,347 35	Rentals branch roads.....	260,286 28
14,123 75	Premium, exchange, and commissions.....	31,925 69
315,717 41	Transit duty and taxes.....	302,654 62
94,092 82	Rents .....	94,082 56
.....	Advances to Belvidere Delaware Railroad Company.....	183,728 33
<u>\$4,409,520 97</u>	<u>Total payments.....</u>	<u>\$4,398,523 13</u>
\$1,127,421 70	Profit 1876	
<u>.....</u>	Loss 1877.....	<u>\$1,482,518 04</u>

## PHILADELPHIA AND ERIE RAILROAD.

288 MILES IN LENGTH.

## EARNINGS AND EXPENSES FOR THE YEARS 1876 AND 1877.

1876.	EARNINGS.	1877.
\$2,640,884 81	From general freights.....	\$2,638,697 55
96,338 98	" miscellaneous freights.....	77,038 01
524,947 18	" passengers, first class.....	371,153 44
1,483 67	" " emigrant.....	1,409 12
36,779 16	" express .....	36 694 94
34,274 37	" carrying U. S. Mails.....	30,205 09
17,464 37	" miscellaneous passengers.....	17,794 55
806 63	" rents .....	.....
<u>\$3,352,979 17</u>		<u>\$3,172,992 70</u>

1876.	EXPENSES.	1877.
\$669,941 47	For conducting transportation.....	\$650,009 80
641,642 79	" motive power.....	562,740 27
250,154 96	" maintenance of cars.....	269,931 80
626,706 70	" maintenance of way.....	566,945 47
<u>\$2,188,445 92</u>	Total expenses.....	<u>\$2,049,627 34</u>
	Interest on equipment paid to Penn'a R. R. Co.....	239,189 90
243,986 03	Net earnings to credit of Philadelphia and Erie R. R. Co.....	884,175 46
920,547 22		
<u>\$3,352,979 17</u>		<u>\$3,172,992 70</u>



## TRANSPORTATION BALANCE SHEET FOR THE YEAR 1877.

Dr.

To amount of		
Stock on hand January 1st, 1877,		
Pennsylvania Railroad Division,	\$2,266,077	68
United Railroads of New Jersey		
Division, . . . . .	883,733	29
Philadelphia and Erie Railroad		
Division, . . . . .	340,450	70
Delaware and Raritan Canal, . . . . .	71,479	64
	<hr/>	\$3,561,741 31
To pay rolls, Pennsylvania Railroad		
Division, . . . . .	\$6,758,342	55
To pay rolls, United Railroads of		
New Jersey Division, . . . . .	3,219,687	43
To pay rolls, Philadelphia and Erie		
Railroad Division, . . . . .	1,370,638	06
To pay rolls, Delaware and Raritan		
Canal, . . . . .	231,123	95
	<hr/>	\$11,579,791 99
To bills, Pennsylvania Railroad		
Division, . . . . .	\$10,963,456	24
To bills, United Railroads of New		
Jersey Division, . . . . .	4,001,413	77
To bills, Philadelphia and Erie Rail-		
road Division, . . . . .	2,475,897	04
To bills, Delaware and Raritan Canal,	364,892	20
	<hr/>	17,805,659 25
		<hr/>
		<u>\$32,947,192 55</u>

TRANSPORTATION BALANCE SHEET—*Continued.*

CR.

By amounts expended in the following departments: Pennsylvania Railroad Division, including Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg, Centre, and Spruce Creek Railroad and Frederick Division:

Conducting transportation,	. . .	\$4,189,253 99
Motive power,	. . .	3,098,317 06
Maintenance of cars,	. . .	932,525 52
Maintenance of way,	. . .	2,185,486 28
General expenses,	. . .	345,555 79
		<hr/> \$10,751,138 64

On United Railroads of New Jersey Division, including Belvidere Delaware Railroad and Flemington Branch:

Conducting transportation,	. . .	\$2,543,356 35
Motive power,	. . .	1,422,579 96
Maintenance of cars,	. . .	474,306 21
Maintenance of way,	. . .	1,240,202 20
General expenses,	. . .	69,649 76
		<hr/> 5,750,094 48

On Philadelphia and Erie Railroad Division, excluding Danville, Hazleton, and Wilkesbarre Railroad, and Lewisburg, Centre, and Spruce Creek Railroad:

Conducting transportation,	. . .	\$650,009 80
Motive power,	. . .	562,740 27
Maintenance of cars,	. . .	269,931 80
Maintenance of way,	. . .	566,945 47
		<hr/> 2,049,627 34

Amount carried forward,	. . .	<hr/> \$18,550,860 46
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TRANSPORTATION BALANCE SHEET—*Continued.*

Amount brought forward, . . .	\$18,550,860 46	
On Delaware and Raritan Canal:		
Maintenance of Canal, . . .	\$111,342 30	
Canal operation, . . .	76,243 29	
Steam towing, . . .	290,021 19	
		477,606 78

## INDIVIDUALS AND COMPANIES.

Pennsylvania Railroad Divison, .	\$5,790,913 24	
United Railroads of New Jersey		
Division, . . .	861,032 51	
Philadelphia and Erie Railroad		
Division, . . .	616,275 87	
Delaware and Raritan Canal, .	114,002 02	
		7,382,223 67

## INTEREST ON MORTGAGES AND GROUND RENTS.

Pennsylvania Railroad Division, .	\$85,759 71	
United Railroads of New Jersey		
Division, . . .	100,439 47	
		186,199 18
Construction, equipment, and real estate, Pennsylvania R. R. Division, \$1,162,194 42		
Construction and real estate, United Railroads of New Jersey Division, including Harsimus Cove, . .	164,783 66	
		1,326,978 08
Rentals, leased roads, interest on equipment, rents, transit duty, &c.,		2,521,711 44

## BY STOCK ON HAND DECEMBER 31, 1877.

On Pennsylvania Railroad Division, \$1,626,285 61		
On United Railroads of New Jersey		
Division, . . .	537,132 92	
On Philadelphia and Erie Railroad		
Division, . . .	262,307 42	
On Delaware and Raritan Canal, .	75,886 99	
		2,501,612 94
		<u>\$32,947,192 55</u>



## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877—STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months, for the year ending December 31, 1877, including Danville, Hazleton, and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads, and Frederick Division.*

Month.	Gross Earnings.	Expenses.	Net Earnings.	Interest on equipment, rents, and interest on mortgages, Branch roads.	Rentals paid to Branch Roads.	Net Earnings, after deducting rentals and interest on equipment, &c.
January .....	\$1,507,172 88	\$855,496 08	\$651,676 80	\$3,926 89	\$54,826 32	\$492,923 59
February .....	1,356,967 41	809,201 97	547,655 44	3,958 55	44,131 04	499,565 85
March .....	1,636,377 12	841,476 06	694,901 06	11,352 43	50,402 42	627,146 21
April .....	1,393,389 31	1,060,165 51	330,223 80	6,342 24	29,307 26	294,574 30
May .....	1,531,212 09	856,413 46	674,828 63	6,277 11	43,451 84	625,099 68
June .....	1,491,383 14	825,349 16	666,033 98	5,805 27	46,290 27	613,968 44
July .....	1,083,485 78	744,320 48	339,165 30	5,905 75	20,590 99	312,668 56
August .....	1,628,405 54	924,945 28	691,400 26	5,590 65	46,425 54	639,444 07
September .....	1,797,364 82	813,259 45	986,105 34	4,808 10	76,040 95	904,267 19
October .....	1,920,464 83	1,022,667 96	916,906 87	4,896 91	57,811 29	844,098 67
November .....	1,038,041 27	932,203 97	1,005,837 30	5,016 78	62,066 09	938,733 83
December .....	1,783,172 06	946,549 23	838,622 83	5,698 74	51,451 24	781,572 85
Totals .....	\$18,983,456 25	\$10,751,138 64	\$8,232,317 61	\$69,479 42	\$588,784 95	\$7,574,053 24

# PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1877.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads, and Frederick Division.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and													
tolls on individual cars, . .	\$1,278,939 91	\$1,076,836 29	\$1,902,013 79	\$1,035,898 56	\$1,165,714 20	\$1,132,461 96	\$745,674 29	\$1,340,998 33	\$1,317,978 93	\$1,090,605 31	\$1,579,974 76	\$1,385,864 66	\$14,611,109 91
Miscellaneous, . . . . .	904 43	1,962 81	1,516 46	1,281 46	3,129 92	9,366 56	7,191 59	7,664 16	6,761 96	3,757 56	23,366 78	12,648 92	77,298 51
Total freight earnings, . .	\$1,279,744 34	\$1,078,809 10	\$1,903,530 25	\$1,037,180 02	\$1,168,844 12	\$1,141,828 54	\$752,865 88	\$1,348,662 49	\$1,324,740 79	\$1,094,362 87	\$1,603,341 54	\$1,398,513 58	\$14,719,398 53
<b>PASSENGER EARNINGS.</b>													
From													
First class passengers, . . .	218,276 67	217,744 67	257,190 77	271,903 73	279,364 85	275,265 07	254,805 07	269,253 29	315,195 31	301,417 63	250,221 53	296,276 02	3,239,415 76
Emigrant passengers, . . .	2,314 89	6,956 50	16,377 46	19,799 61	19,824 18	13,061 43	11,667 67	9,605 43	13,467 40	18,259 14	8,100 94	7,182 71	143,867 57
Express, . . . . .	20,203 76	17,044 16	20,116 47	20,646 80	55,878 66	22,588 73	20,928 47	19,801 66	29,962 02	33,663 00	34,857 06	46,049 59	313,118 48
United States Mails, . . .	19,427 45	16,437 45	16,775 75	16,356 23	16,387 18	16,394 86	16,387 73	19,149 77	61,641 23	51,013 99	26,586 55	27,007 94	314,716 64
Miscellaneous, . . . . .	4,376 22	4,108 88	5,255 90	1,59 59	6,718 53	6,940 56	6,479 96	77,163 73	6,673 54	6,606 53	5,311 19	4,659 28	69,368 72
Total passenger earnings, .	\$238,399 01	\$264,278 63	\$319,866 35	\$336,069 97	\$360,165 40	\$337,251 65	\$311,739 19	\$364,961 90	\$425,069 30	\$406,158 19	\$325,077 56	\$381,214 91	\$4,080,467 12
From													
Rents, . . . . .	18,629 53	14,179 66	9,916 52	26,101 32	15,199 57	13,272 92	6,660 61	12,731 15	8,594 73	29,663 67	10,750 17	5,325 54	153,586 91
Total earnings from all sources,	\$1,507,172 89	\$1,343,087 41	\$1,936,377 13	\$1,399,369 81	\$1,531,243 09	\$1,491,363 14	\$1,069,456 78	\$1,713,624 40	\$1,750,340 54	\$1,529,464 53	\$1,608,041 27	\$1,785,179 06	\$18,803,456 15

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1877.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads, and Frederick Division.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
CONDUCTING TRANSPORTATION.			
Advertising.....	\$29,743 70	\$12,468 40	\$42,212 10
Agents.....	51,242 12	80,067 10	131,309 22
Baggage masters.....	56,548 03		56,548 03
Brakemen.....	67,452 29	654,650 30	712,002 59
Cars, cleaning and inspecting.....	73,953 11	73,780 63	147,733 64
Car furniture and fixtures.....	27,932 71	37,971 26	65,903 97
Car service.....	25,452 82	505,273 39	530,726 21
Clerks.....	41,947 60	227,296 77	269,243 37
Conductors and train agents.....	98,385 16	272,353 89	370,739 05
Dispatchers.....	20,240 79	76,633 86	96,774 65
Docks, dredging and cleaning.....		23,506 61	23,506 61
Expenses of stations, except labor.....	8,202 49	27,617 14	35,819 61
Expenses of grain elevator.....		18,809 93	18,809 93
Foreign agencies.....	77,174 53	66,719 15	143,893 68
Fuel at stations.....	9,489 99	4,478 58	13,968 57
Fuel for cars.....	11,406 78	173 33	11,580 11
Incidentals.....	34,332 47	97,326 82	131,659 29
Insurance.....	565 12	8,944 37	9,509 49
Labor at stations.....	32,964 74	183,150 49	216,115 23
Legal expenses.....	6,068 09	19,250 88	25,318 97
Light at stations.....	18,216 22	16,949 98	35,166 20
Light for cars.....	11,572 73	8,278 30	19,851 03
Loss and damages.....	1,765 85	35,067 79	36,833 64
Mail expenses.....	7,642 02		7,642 02
Oil, tallow, waste, &c.....	11,667 81	52,924 73	64,592 54
Stationery and printing.....	38,666 62	84,509 34	123,175 96
Stations, repairs of and furniture for.....	144,765 66	97,082 49	241,848 15
Superintendents.....	11,110 73	34,450 37	45,561 10
Switchmen.....	12,778 27	51,419 63	64,197 90
Tax on depots, &c.....	1,414 29	43,629 69	44,943 98
Tax "State".....	23,608 04	82,761 03	106,369 07
Teaming.....	27 30	45,151 55	45,178 85
Telegraph expenses.....	43,395 42	143,753 79	187,149 21
Tolls, Junction Railroad.....		66,345 60	66,345 60
Tolls, Philadelphia City Railroad.....		3,378 83	3,378 83
Tolls, Phila., Wilmington, & Baltimore R. R.....		15,980 40	15,980 40
Tolls, Lewisburg bridge.....	1,039 32	4,037 92	5,077 24
Wharves and landings, repairs of.....		15,895 66	15,895 66
Wrecks, clearing.....	905 77	6,567 52	7,473 29
Total.....	\$991,668 57	\$3,197,585 42	\$4,189,253 99

## STATEMENT 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>MOTIVE POWER.</b>			
Coal for locomotives.....	\$92,131 33	\$546,069 45	\$638,200 78
Engineers and firemen.....	174,291 00	641,684 94	815,975 94
Engine houses and machine shops, repairs of..	12,115 39	46,236 27	58,351 66
Fuel for stoves.....	1,951 07	7,275 12	9,226 19
Incidentals.....	12,559 18	47,153 37	59,712 55
Laborers.....	5,558 98	200,820 10	254,379 08
Locomotive furniture and fixtures.....	7,593 13	27,666 46	35,159 59
Locomotives, repairs of.....	122,920 68	689,103 27	812,023 95
Oil for locomotives.....	10,010 87	41,050 67	51,061 54
Stationery and printing.....	3,743 99	14,612 95	18,356 94
Tallow for locomotives.....	6,500 66	30,288 16	36,788 81
Taxes on engine-houses and shops.....	8,886 31	35,544 55	44,430 86
Tools and machinery, repairs of.....	8,465 53	33,289 50	41,755 03
Waste for locomotives.....	4,454 12	13,649 43	18,103 55
Watchmen.....	4,563 30	17,015 02	21,578 32
Water, wood, and coal stations, repairs of....	8,045 76	28,921 16	36,966 92
Water, wood, and coal stations, expenses of...	22 108 32	84,158 62	106,266 94
Wood for locomotives.....	7,641 82	32,336 59	39,978 41
<b>Total.....</b>	<b>\$561,541 43</b>	<b>\$2,536,775 63</b>	<b>\$3,098,317 06</b>
<b>MAINTENANCE OF WAY.</b>			
Ballast.....	\$39,883 70	\$144,201 71	\$184,085 41
Bridges, repairs of.....	77,744 48	271,528 54	349,273 02
Cars, repairs of, road and hand.....	824 44	2,626 43	3,450 87
Chairs.....	14,082 29	51,169 24	65,251 53
Clerks.....	2,347 57	8,261 63	10,609 20
Cross ties.....	43,544 27	144,766 20	188,310 47
Expenses on property.....	4,744 04	17,644 04	22,388 08
Foreman, tool, and watch-houses, repairs of..	1,660 68	6,091 04	7,751 72
Frogs.....	7,538 32	27,894 61	35,432 93
Incidentals.....	3,934 62	13,744 66	17,679 28
Oil, tallow, waste, &c.....	317 43	1,109 26	1,426 69
Rails, iron.....	16,694 63	38,573 76	55,268 38
Rails, steel.....	34,253 39	126,813 10	161,066 48
Road-bed, repairs of, labor and material.....	56,323 61	217,220 29	243,543 90
Snow and ice, removing.....	10,006 77	33,156 79	43,163 56
Spikes.....	4,030 99	13,914 30	17,945 29
Stationery and printing.....	1,153 97	4,277 00	5,430 97
Superintendents and supervisors.....	11,690 25	37,651 85	49,342 10
Switches.....	8,288 41	31,886 34	40,174 75
Taxes on real estate for road.....	12,810 75	49,359 37	62,170 12
Telegraph, repairs of.....	5,282 87	19,837 65	25,120 42
Tools and repairs of tools.....	7,271 66	22,810 94	30,082 60
Track, labor repairing.....	100,692 79	823,969 68	424,562 47
Watchmen.....	31,538 98	110,417 06	141,956 04
<b>Total.....</b>	<b>\$496,680 90</b>	<b>\$1,688,825 38</b>	<b>\$2,185,486 28</b>



## STATEMENT No. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$5,658 75	\$22,695 95	\$28,354 70
Cars, repairs, ballast and wood.....	572 04	2,154 29	2,726 33
Cars, repairs of, freight.....		449,838 82	449,838 82
Cars, repairs of, passenger and baggage.....	341,890 73		341,890 73
Fuel for stoves.....	263 15	852 28	1,055 43
Incidentals .....	1,043 38	4,178 67	5,222 05
Laborers .....	9,302 14	36,865 96	46,168 10
Tools and repairs of tools.....	8,079 68	32,267 61	40,347 29
Watchmen.....	3,414 06	13,508 02	16,922 07
<b>Total.....</b>	<b>\$370,163 92</b>	<b>\$562,361 60</b>	<b>\$932,525 52</b>
<b>GENERAL EXPENSES.</b>			
Advertising .....	\$1,579 52	\$6,318 09	\$7,897 61
Attendants.....	4,254 56	15,316 53	19,571 09
Clerks.....	38,769 46	83,905 71	122,675 17
Fuel and light.....	686 10	2,744 37	3,430 47
Incidentals and legal expenses.....	5,069 39	20,277 60	25,346 99
Offices, expenses, repairs and furniture.....	5,782 68	23,130 71	28,913 39
Salaries of President and other officers.....	27,297 14	96,984 52	124,281 66
Stationery and blanks.....	1,513 76	6,072 72	7,586 48
Taxes on real estate, Philadelphia.....	1,170 59	4,682 34	5,852 93
<b>Total.....</b>	<b>\$86,123 20</b>	<b>\$259,432 59</b>	<b>\$345,555 79</b>

## SUMMARY.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Conducting transportation .....	\$991,668 57	\$3,197,585 42	\$4,189,253 99
Motive power.....	561,541 43	2,536,775 63	3,098,317 06
Maintenance of way.....	493,660 90	1,688,825 38	2,182,486 28
Maintenance of cars.....	370,163 92	562,361 60	932,525 52
General expenses.....	86,123 20	259,432 59	345,555 79
<b>Total.....</b>	<b>\$2,506,158 02</b>	<b>\$8,244,980 62</b>	<b>\$10,751,138 64</b>

## PENNSYLVANIA RAILROAD AND BRANCHES.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1877.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads, and Frederick Division).*

Classification.	Individual passengers.	Miles travelled.	Average distance.	Equivalent through passengers.
First-class passengers.....	3,838,688	121,850,895	31.74	344,601
Emigrant.....	36,964	11,499,880	311.14	32,522
Commutation.....	1,254,279	9,802,746	7.82	27,723
Total.....	5,129,931	143,153,521	27.91	404,846

*Summary of tons carried and tons carried one mile (including Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads, and Frederick Division).*

Tons of through freight eastward..	1,019,068	Mileage of through freight eastward.....	364,283,195
Tons of through freight westward.	288,719	Mileage of through freight westward.....	103,201,458
Tons of local freight eastward.....	5,713,443	Mileage of local freight eastward.....	868,676,502
Tons of local freight westward.....	2,717,065	Mileage of local freight westward.....	158,637,043
Total tons moved.....	9,738,295	Total mileage.....	1,494,798,198

## PENNSYLVANIA RAILROAD AND BRANCHES.

## ACCOUNTING DEPARTMENT.

*Statement of the Earnings and Expenses from 1858 to 1877.*

Year.	Gross earnings.	Expenses.	Rentals paid branches.	Interest on equipment, rents and interest on mortgages. Branch	Total expenses.	Net earnings.
1858.....	\$5,185,330 68	\$3,021,885 04	.....	.....	\$3,021,885 04	\$2,163,445 64
1859.....	6,562,335 21	3,131,738 15	.....	.....	3,131,738 15	2,231,017 06
1860.....	6,332,701 48	3,636,299 08	.....	.....	3,636,299 08	2,296,402 40
1861.....	7,300,000 98	3,653,062 76	.....	.....	3,653,062 76	3,646,938 19
1862.....	10,304,290 96	6,425,765 57	.....	.....	6,425,765 57	4,878,525 37
1863.....	11,891,412 96	6,761,055 43	\$5,307 02	.....	6,766,362 45	5,125,050 51
1864.....	14,769,057 66	10,623,147 66	28,944 78	.....	10,652,092 44	4,116,965 22
1865.....	17,459,169 49	13,156,231 64	70,796 53	.....	13,227,028 17	4,232,141 32
1866.....	16,583,882 84	12,639,510 00	114,827 00	.....	12,754,337 00	3,829,545 84
1867.....	16,340,166 36	11,630,665 63	149,634 11	.....	11,780,300 74	4,559,865 62
1868.....	17,233,497 31	11,630,034 67	230,949 21	.....	11,860,983 88	5,372,513 43
1869.....	17,250,811 73	11,953,270 42	240,997 18	.....	12,194,267 60	5,056,544 13
1870.....	17,531,706 82	11,014,150 20	245,934 95	.....	11,260,085 15	6,271,621 67
1871.....	18,719,836 85	11,613,723 88	309,709 46	.....	11,923,433 34	6,796,403 51
1872.....	22,012,525 27	13,288,149 36	476,523 74	.....	13,764,673 09	8,247,852 18
1873.....	24,866,008 90	14,868,854 36	571,450 80	.....	15,440,305 16	9,425,703 74
1874.....	22,642,371 35	12,701,518 20	643,928 87	.....	13,345,447 07	9,396,924 28
1875.....	20,493,251 97	11,794,063 36	489,171 19	\$62,638 81	12,345,863 36	8,147,388 61
1876.....	20,768,075 62	12,452,089 23	600,030 19	74,387 10	13,027,706 52	7,760,369 10
1877.....	18,983,456 25	10,751,138 64	588,784 95	69,479 42	11,409,403 01	7,574,053 24



## UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1877.

## STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months for the year ending December 31st, including Belvidere Delaware Railroad and Flemington Branch.*

MONTH.	Gross Earnings.	Expenses.	Net Earnings.
January.....	\$643,308 76	\$514,913 66	\$122,395 10
February.....	609,323 80	474,511 78	134,811 82
March.....	627,471 00	480,479 79	146,991 21
April.....	649,629 10	491,622 34	158,006 76
May.....	682,744 79	504,184 61	178,560 18
June.....	615,127 71	560,611 57	54,516 14
July.....	541,363 19	461,045 07	80,318 12
August.....	741,655 16	447,098 14	294,557 02
September.....	762,620 54	429,985 37	332,635 17
October.....	767,899 59	447,370 77	320,528 82
November.....	670,443 32	441,948 91	228,494 41
December.....	762,540 82	496,322 47	266,218 35
Totals.....	\$8,064,127 58	\$5,750,094 48	\$2,314,033 10

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1877.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, including Belvidere Delaware Railroad and Flemington Branch.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>FREIGHT EARNINGS.</b>													
From freight at stations, and bills on individual cars, . . . . .	\$40,335 39	\$95,775 83	\$97,072 25	\$93,897 99	\$33,517 75	\$73,143 97	\$94,452 11	\$75,391 43	\$75,091 82	\$93,490 05	\$33,964 35	\$39,307 10	\$,985,593 98
Miscellaneous, . . . .	447 63	12,898 66	5,564 21	11,200 53	5,137 86	5,295 90	12,093 26	5,405 14	9,382 78	9,369 37	-8,027 95	62,865 42	145,669 14
Total freight earnings, .	\$40,783 02	\$108,674 49	\$102,636 47	\$105,100 52	\$38,655 61	\$78,439 87	\$116,545 37	\$80,796 57	\$84,474 60	\$102,859 42	\$25,936 40	\$102,172 52	\$2,131,263 12
<b>PASSENGER EARNINGS.</b>													
From First class passengers, .	\$71,137 87	\$87,132 85	\$85,415 77	\$93,799 63	\$39,095 33	\$97,896 67	\$97,170 96	\$31,754 64	\$44,356 82	\$37,318 82	\$92,341 23	\$95,737 47	\$,653,571 06
Emigrant passengers, . .	1,859 61	1,513 05	2,046 36	2,293 86	2,895 63	2,198 78	2,064 73	2,757 80	3,013 53	2,702 80	1,696 51	1,790 49	\$9,822 50
Express, . . . . .	\$9,527 89	\$9,277 96	\$9,292 10	\$9,337 55	\$9,550 06	\$9,553 95	\$9,425 17	\$9,441 87	\$9,599 18	\$9,545 94	\$9,654 29	\$9,847 65	\$107,708 69
United States Mails, . .	7,719 50	7,719 80	7,700 17	7,700 02	7,700 03	7,700 05	7,721 97	7,700 06	7,315 37	7,692 16	10,082 15	\$9,977 83	\$106,629 44
Miscellaneous, . . . .	1,400 55	2,015 45	1,410 11	2,319 72	4,162 11	2,640 41	2,344 39	2,394 23	2,390 94	2,546 45	1,696 74	1,964 84	\$9,145 94
Total passenger earnings, .	\$92,715 42	\$107,748 09	\$106,664 31	\$118,142 73	\$58,446 15	\$130,171 86	\$129,735 22	\$43,951 29	\$67,767 16	\$59,816 17	\$116,785 82	\$127,910 78	\$2,906,945 16
Total earnings from all sources, . . . . .	\$133,498 44	\$216,422 58	\$209,300 78	\$223,243 25	\$97,101 76	\$208,611 73	\$246,280 59	\$124,747 86	\$152,241 76	\$162,675 59	\$142,722 22	\$232,088 30	\$5,038,208 28

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, including Belvidere Delaware Railroad and Flemington Branch.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising .....	\$21,807 98	\$7,493 16	\$32,301 14
Agents.....	57,608 28	56,042 30	114,650 68
Baggage masters.....	47,381 92		47,381 92
Barges, manning.....		29,857 89	29,857 89
Barges, repairs of.....		714 00	714 00
Brakemen.....	57,965 81	169,553 25	227,519 06
Cars, cleaning and inspecting.....	60,398 26	31,529 40	91,927 72
Car furniture and fixtures.....	17,925 62	10,084 34	28,009 96
Car service.....	13,694 27	108,693 88	122,388 15
Car floats.....		12,338 23	12,338 23
Clerks.....	43,566 85	131,603 64	175,169 49
Conductors and train agents .....	85,928 36	87,104 97	152,033 34
Dispatchers.....	17,108 06	29,252 55	46,360 61
Docks, dredging and cleaning.....	399 00	18,387 96	18,786 96
Expenses of stations, except labor.....	37,537 65	14,379 85	51,917 50
Foreign agencies.....	21,809 43	7,272 64	29,081 97
Fuel at stations.....	7,745 27	1 656 13	9,401 40
Fuel for cars.....	7,202 48	165 88	7 368 36
Incidentals.....	36,619 00	59,339 20	95,958 20
Insurance.....	31 50		31 50
Labor and stations.....	59,811 78	202,837 35	262,649 13
Legal expenses.....	9,814 21	7,227 20	17,041 41
Light at stations.....	33,851 74	11,279 56	45,131 30
Light for cars.....	10,420 58	996 01	11,416 59
Loss and damages.....	6,924 14	7,445 73	14,369 87
Mail expenses.....	731 94		731 49
Oil, tallow, waste, &c.....	10,356 34	27,102 15	37,458 49
Stationery and printing.....	35,494 60	36,005 00	71,499 63
Stations, repairs of and furniture for.....	55 120 24	52,775 79	107,896 67
Steamboats, fuel for.....	65,758 81	13 736 25	79,495 00
Steamboats, incidentals for.....	18,838 72	2,682 72	21,521 40
Steamboats, manning.....	135,897 23	6,964 45	142,861 64
Steamboats, repairs of.....	148,255 65	11,502 18	159,757 78
Superintendents.....	9,122 81	11,422 51	20,545 33
Switchmen.....	28,971 36	42,885 91	71,857 22
Tax on depots, &c.....	1,951 88	5,308 26	7,260 14
Tax, "State".....	13,228 53	4,338 60	17,567 13
Telegraph expenses.....	54,879 95	57,292 44	112,172 39
Wharves and landings, repairs of.....	4 220 06	43,253 12	47,473 18
Wrecks, clearing.....	478 23	1,984 35	2,462 58
<b>Total.....</b>	<b>\$1,240,967 54</b>	<b>\$1,302,388 81</b>	<b>\$2,543,356 35</b>

## STATEMENT No. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>MOTIVE POWER.</b>			
Coal for locomotives.....	\$180,475 86	\$224,262 95	\$404,738 81
Engineers and firemen .....	148,808 80	178,021 87	326,830 67
Engine houses and machine shops, repairs of..	8,318 61	7,365 35	15,683 96
Fuel for stoves.....	2,287 63	2,610 33	4,897 96
Incidentals.....	15,915 00	22,087 40	38,002 40
Laborers.....	58,207 18	65,998 92	124,206 10
Locomotive furniture and fixtures.....	8,569 33	9,029 44	17,598 77
Locomotives, repairs of.....	167,624 87	139,598 37	307,223 24
Oil for locomotives.....	10,500 42	11,279 82	21,780 24
Stationery and printing.....	1,924 09	2,527 86	4,451 95
Tallow for locomotives.....	8,103 26	8,619 22	16,722 48
Taxes on engine houses and shops.....	426 49	538 70	965 19
Tools and machinery, repairs of.....	5,551 26	6,738 02	12,289 28
Waste for locomotives.....	4,779 18	4,861 18	9,640 36
Watchmen.....	6,900 88	7,442 74	14,343 62
Water, wood, and coal stations, repairs of.....	6,211 24	6,659 62	12,870 86
Water, wood, and coal stations, expenses of...	34,182 14	37,675 80	71,858 94
Wood for locomotives.....	11,158 59	7,301 54	18,460 13
<b>Total.....</b>	<b>\$679,960 83</b>	<b>\$742,619 13</b>	<b>\$1,422,579 96</b>
<b>MAINTENANCE OF WAY.</b>			
Ballast.....	\$22,537 67	\$22,996 29	\$45,533 96
Bridges, repairs of.....	62,545 27	74,026 88	136,572 15
Cars, repairs of, road and hand.....	553 76	538 05	1,091 81
Chairs.....	13,384 11	13,720 57	27,104 68
Cl-rks.....	3,812 65	4,219 54	8,032 19
Cross-ties.....	107,769 75	119,589 01	227,358 76
Expenses on property.....	8,132 15	8,923 64	17,055 79
Foreman, tool, and watch houses, repairs of..	3,082 45	3,460 22	6,542 67
Frogs.....	10,275 96	12,031 45	22,307 41
Incidentals.....	2,345 27	2,775 97	5,121 24
Oil, tallow, waste, &c.....	265 96	305 07	571 03
Rails, iron.....	15,798 88	18,561 79	34,360 67
Rails, steel.....	28,218 45	34,695 20	62,913 65
Road bed, repairs of, labor and material.....	81,503 02	83,427 02	164,930 04
Snow and ice, removing.....	6,694 55	7,437 94	14,132 49
Spikes.....	4,165 23	4,514 90	8,680 13
Stationery and printing.....	795 66	895 65	1,691 31
Superintendents and supervisors.....	9,056 70	10,444 60	19,501 30
Switches.....	17,753 40	20,031 11	37,784 51
Taxes on real estate for road.....	10,231 77	11,285 85	21,517 62
Telegraph, repairs of.....	8,314 68	9,011 85	17,326 53
Tools and repairs of tools.....	5,552 55	6,725 33	12,277 88
Track, labor repairing.....	107,330 08	121 149 01	228,479 09
Watchmen.....	57,453 11	61,062 18	118,515 29
<b>Total.....</b>	<b>\$587,483 08</b>	<b>\$652,719 12</b>	<b>\$1,240,202 20</b>



## STATEMENT No. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$4,396 48	\$4,855 28	\$9,251 76
Cars, repairs, ballast and wood.....	2,181 17	2,640 77	4,821 94
Cars, repairs of, freight.....		222,761 06	222,761 06
Cars, repairs of, passenger and baggage.....	203,837 02		203,837 02
Fuel for stoves.....	1,701 46	1,916 31	3,617 77
Incidentals.....	419 35	439 59	858 94
Laborers.....	9,334 88	10,074 77	19,409 65
Tools and repairs of tools.....	1,859 07	2,218 44	4,077 51
Watchmen.....	2,636 40	3,033 61	5,670 01
<b>Total.....</b>	<b>\$226,365 78</b>	<b>\$247,940 43</b>	<b>\$474,306 21</b>
<b>GENERAL EXPENSES.</b>			
Advertising.....	\$14 76	\$14 79	\$29 55
Clerks.....	40,829 38	16,540 00	56,369 38
Incidentals and legal expenses.....	5,269 33	5,824 06	11,093 39
Offices expenses, repairs and furniture.....	458 62	506 90	965 52
Stationery and blanks.....	328 89	363 03	691 92
<b>Total.....</b>	<b>\$46,400 98</b>	<b>\$23,248 78</b>	<b>\$69,649 76</b>

## SUMMARY.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Conducting transportation.....	\$1,240,967 54	\$1,302,388 81	\$2,543,356 35
Motive power.....	679,960 83	742,619 13	1,422,579 96
Maintenance of way.....	587,483 08	652,719 12	1,240,202 20
Maintenance of cars.....	226,365 78	247,940 43	474,306 21
General expenses.....	46,400 98	23,248 78	69,649 76
<b>Total.....</b>	<b>\$2,781,178 21</b>	<b>\$2,968,916 27</b>	<b>\$5,750,094 48</b>

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877.

## STATEMENT No. 5.

*Summary of the number of individual passengers and of passengers carried one mile (including Belvidere Delaware Railroad and Flemington Branch).*

Classification.	Individual passengers.	Miles travelled.	Average distance.	Equivalent through passengers.
First-class passengers.....	4,782,843 $\frac{1}{2}$	108,710,748	22.73	1,221,469
Emigrant passengers.....	29,574 $\frac{1}{2}$	2,477,196	83.76	27,834
Commutation passengers.....	2,572,307	31,945,024	12.42	358,933
Total.....	7,384,725	143,132,968	19.38	1,608,236

*Summary of tons carried and tons carried one mile (including Belvidere Delaware Railroad and Flemington Branch).*

Tons of through freight eastward...	787,020	Mileage of through freight eastward .....	69,214,408
Tons of through freight westward...	373,513	Mileage of through freight westward.....	33,109,672
Tons of local freight eastward.....	2,419,316	Mileage of local freight eastward.....	139,327,047
Tons of local freight westward.....	382,674	Mileage of local freight westward.....	14,482,972
Total tons moved.....	3,962,523	Total mileage.....	256,134,099



## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877.

## STATEMENT No. 2.

*Earnings and Expenses, showing Net Earnings by months, for the year ending December 31, excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

Month.	Gross earnings.	Expenses.	Net earnings.
January.....	\$232,550 47	\$156,220 85	\$76,329 62
February.....	198,402 80	150,196 67	48,205 63
March.....	221,788 91	159,611 74	62,177 17
April.....	225,827 21	163,241 25	62,585 96
May.....	260,590 73	189,432 20	71,158 53
June.....	250,704 92	188,976 52	61,728 40
July.....	163,501 48	156,547 69	6,953 79
August.....	292,390 89	180,307 37	112,083 02
September.....	322,896 09	186,286 45	136,609 64
October.....	393,151 46	185,813 09	207,338 37
November.....	353,446 46	175,754 48	177,691 98
December.....	257,742 28	157,239 03	100,503 25
Totals.....	\$3,172,992 70	\$2,049,627 34	\$1,123,365 36
Deduct interest charged for use of equipment.....			239,189 90
Net earnings after deducting interest on equipment.....			\$884,175 46

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877.—STATEMENT No. 3.

*Earnings in detail for the year ending December 31, excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<b>PASSENGER EARNINGS.</b>													
From freight at stations, and tolls on individual cars, . . .	\$192,896 55	\$159,779 89	\$177,144 00	\$179,950 40	\$219,617 63	\$205,289 31	\$116,868 00	\$238,090 84	\$275,414 79	\$240,204 88	\$211,165 54	\$215,904 91	\$2,089,897 55
Miscellaneous, . . .	6,613 37	8,719 15	7,477 00	6,431 73	2,377 66	4,498 19	8,479 55	8,910 77	5,859 79	5,833 52	7,448 82	5,014 77	77,083 01
Total freight earnings, . . .	\$199,509 92	\$167,999 04	\$184,621 38	\$186,482 13	\$220,995 29	\$209,776 50	\$124,847 55	\$247,001 11	\$280,774 71	\$246,038 90	\$218,604 36	\$220,919 68	\$2,166,980 56
<b>PASSENGER EARNINGS.</b>													
From First-class passengers, . . .	23,801 43	23,369 47	29,730 55	32,813 41	32,800 82	34,029 02	31,133 45	36,687 45	35,136 79	31,796 60	29,324 00	31,131 04	271,133 44
Emigrant passengers, . . .	84 16	50 40	111 85	144 73	317 61	161 57	141 77	91 82	118 76	138 82	113 63	88 21	1,409 12
Express, . . .	3,143 87	2,500 68	2,906 63	2,769 39	3,063 97	3,025 76	2,947 55	3,783 87	2,958 41	3,297 54	3,055 84	3,098 44	36,894 94
United States Mail, . . .	2,711 53	2,711 53	2,711 53	2,711 53	2,711 53	2,711 53	2,711 51	2,711 53	2,711 55	1,156 93	2,323 63	2,372 64	30,206 09
Miscellaneous, . . .	2,950 06	1,681 18	1,625 62	900 08	797 52	1,000 23	919 59	1,156 11	1,196 37	1,977 67	1,051 90	693 27	17,194 85
Total passenger earnings, . . .	\$33,040 55	\$30,403 26	\$37,106 53	\$39,345 08	\$39,685 45	\$40,978 12	\$35,653 93	\$45,369 29	\$43,121 86	\$38,313 56	\$34,887 10	\$37,363 60	\$457,237 14
Total earnings from all sources, . . .	\$231,550 47	\$198,402 30	\$221,728 91	\$225,827 21	\$260,580 73	\$250,754 62	\$160,501 40	\$292,360 39	\$323,906 59	\$284,352 46	\$253,491 46	\$257,143 28	\$2,614,218 70

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1877.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31, excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads.*

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>CONDUCTING TRANSPORTATION.</b>			
Advertising.....	\$3,344 96	\$752 22	\$4,097 18
Agents.....	8,691 31	15,904 79	24,596 10
Baggage masters.....	7,961 40		7,961 40
Brakemen.....	6,291 00	104,182 60	110,473 60
Cars, cleaning and inspecting.....	8,778 26	19,494 92	28,271 18
Car furniture and fixtures.....	3,380 42	4,456 61	7,837 03
Car service.....	2,755 08	66,655 79	69,410 87
Clerks.....	13,190 87	38,679 39	51,870 26
Conductors and train agents.....	11,806 02	48,059 43	59,865 45
Dispatchers.....	3,118 76	17,133 95	20,252 71
Expenses of stations, except labor.....	5,196 76	5,273 38	10,470 12
Foreign agencies.....	4,231 54	1,756 14	5,987 68
Fuel at stations.....	2,660 88	1,101 35	3,762 23
Fuel for cars.....	829 33	32 00	861 33
Incidentals.....	3,431 30	11,094 79	14,526 09
Insurance.....	2,138 40	7,011 60	9,150 00
Labor at stations.....	1,613 37	22,981 88	23,595 25
Legal expenses.....	2,817 24	8,640 05	11,457 29
Light at stations.....	2,815 34	1,165 32	3,980 66
Light for cars.....	1,044 44	855 44	1,899 88
Loss and damages.....	2,080 61	18,825 66	20,906 27
Mail expenses.....	1,714 19		1,714 19
Oil, tallow, waste, &c.....	2,971 17	10,280 68	13,251 85
Stationery and printing.....	3,773 60	7,757 05	11,530 65
Stations, repairs of, and furniture for.....	25,484 28	12,680 35	38,164 63
Superintendents.....	2,292 81	7,768 26	10,060 57
Switchmen.....	1,380 78	4,993 31	6,374 09
Tax, "State,".....	2,659 76	16,069 88	18,729 64
Telegraph expenses.....	11,904 79	39,129 22	51,034 01
Tolls, Catawissa Railroad.....	145 82	4,051 77	4,197 59
Wharves and landings, repairs of.....		1,041 35	1,041 35
Wrecks, clearing.....	216 68	3,291 97	3,508 65
<b>Total.....</b>	<b>\$150,718 67</b>	<b>\$490,291 13</b>	<b>\$650,009 80</b>

## STATEMENT No. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>MOTIVE POWER.</b>			
Coal for locomotives.....	\$12,822 15	\$120,739 56	\$133,561 71
Engineers and firemen.....	22,127 10	118,881 13	141,008 23
Engine houses and machine shops, repairs of..	2,865 55	10,465 36	13,330 91
Fuel for stoves.....	433 58	1,422 94	1,856 52
Incidentals .....	3,420 77	11,200 81	14,621 58
Laborers.....	9,578 70	31,538 36	41,117 06
Locomotive furniture and fixtures.....	1,569 64	5,096 02	6,665 66
Locomotives, repairs of.....	20,624 56	114,268 59	134,893 45
Oil for locomotives.....	809 08	4,437 93	5 217 01
Stationery and printing.....	385 15	1,262 88	1,648 03
Tallow for locomotives.....	549 83	2,964 94	3,514 77
Taxes on engine-houses and shops.....	1,843 61	6,589 30	8,432 91
Tools and machinery, repairs of.....	4,176 52	15,167 82	19,344 34
Waste for locomotives.....	360 49	1,359 97	1,720 46
Watchmen .....	1,284 67	4,794 04	6,078 71
Water stations and fixtures, repairs of.....	1,975 13	6,416 16	8,391 29
Water stations, expenses of.....	2,384 24	7,938 14	10,322 34
Wood for locomotives.....	1,803 03	9,182 22	10,985 25
<b>Total.....</b>	<b>\$89,013 80</b>	<b>\$473,726 47</b>	<b>\$562,740 27</b>
<b>MAINTENANCE OF CARS.</b>			
Car shops and sheds, repairs of.....	\$164 04	\$603 24	\$767 28
Cars, repairs, ballast and wood.....	556 09	1,671 91	2,228 00
Cars, repairs of freight.....	.....	199,443 29	199,443 29
Cars, repairs of passenger and baggage.....	49,337 93	.....	49,337 93
Fuel for stoves.....	97 12	355 90	453 02
Incidentals.....	98 55	265 07	363 62
Laborers.....	2,262 86	7,890 97	10,153 83
Tool- and repairs of tools.....	1,051 58	4,001 76	5,053 34
Watchmen .....	511 73	1,619 76	2,131 49
<b>Total.....</b>	<b>\$54,079 90</b>	<b>\$216,861 90</b>	<b>\$269,931 80</b>

## STATEMENT No. 4—Continued.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
<b>MAINTENANCE OF WAY.</b>			
Ballast.....	\$1,781 46	\$6,371 98	\$8,153 44
Bridges, repairs of.....	4,139 73	14,225 01	18,364 74
Cars, repairs of road and hand.....	378 28	1,249 51	1,627 79
Chairs.....	4,006 97	12,202 98	16,209 95
Clerks.....	813 34	2,733 77	3,547 11
Cross-ties.....	17,736 10	55,840 32	73,576 42
Expenses on property.....	356 27	1,425 16	1,781 43
Foreman, tools, and warehouses, repairs of...	249 93	884 97	1,134 90
Frogs.....	783 94	2,533 02	3,316 96
Incidentals.....	950 90	2,945 15	3,896 05
Rails, steel.....	88,498 40	121,118 51	159,616 91
Rails, iron.....	3,438 70	11,961 69	15,400 39
Oil, tallow, waste, &c.....	306 23	981 14	1,287 37
Road-bed, repairs of, labor and material.....	10,843 74	33,484 06	44,327 80
Snow and ice, removing.....	3,159 18	10,931 86	14,121 04
Spikes.....	897 68	2,751 27	3,648 95
Stationery and printing.....	175 15	574 70	749 91
Superintendents and supervisors.....	2,364 27	7,387 23	9,751 50
Switches.....	1,535 26	4,496 38	6,031 64
Taxes on real estate.....	770 06	2,927 75	3,697 80
Telegraph, repairs of.....	1,321 85	4,020 37	5,342 22
Tools and repairs.....	1,671 41	4,954 23	6,625 64
Track, labor repairing.....	28,559 09	91,673 98	120,233 07
Watchmen.....	10,826 51	83,847 33	44,673 84
<b>Total.....</b>	<b>\$135,485 04</b>	<b>\$431,460 43</b>	<b>\$566,945 47</b>

## SUMMARY.

HEADS OF ACCOUNTS.	Passenger.	Freight.	Totals.
Conducting transportation.....	\$150,718 67	\$499,291 13	\$650,009 80
Motive power.....	89,013 80	473,726 47	562,740 27
Maintenance of cars.....	54,079 90	215,851 90	269,931 80
Maintenance of way.....	135,485 04	431,460 43	566,945 47
<b>Total.....</b>	<b>\$429,297 41</b>	<b>\$1,620,329 93</b>	<b>\$2,049,627 34</b>



## PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877.

## STATEMENT No. 5.

*Summary of the number of individual passengers, and of passengers carried one mile (excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads).*

Classification.	Individual passengers.	Miles travelled.	Average distance.	Equivalent through passengers.
First-class passengers.....	470,807	12,043,963	25.58	41,877
Emigrant " .....	2,271	87,818	38.67	305
Commutation " ....	20,098	334,470	16.64	1,163
Total.....	493,176	12,466,241	25.28	43,345

*Summary of tons carried, and tons carried one mile (excluding Danville, Hazleton and Wilkesbarre, and Lewisburg, Centre and Spruce Creek Railroads).*

Tons of through freight eastward..	351,780	Mileage of through freight eastward.....	101,312,896
Tons of through freight westward..	199,026	Mileage of through freight westward.....	57,319,114
Tons of local freight eastward.....	1,266,371	Mileage of local freight eastward.....	116,134,061
Tons of local freight westward.....	864,273	Mileage of local freight westward.....	60,961,451
Total tons moved.....	2,681,450	Total mileage.....	335,727,141

**DELAWARE AND RARITAN CANAL.**  
**ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877.**  
**STATEMENT No. 2.**

*Earnings and Expenses, showing Net Earnings by months, for the year ending  
 December 31.*

Month.	Gross earnings.	Expenses.	Net earnings.	Excess of ex- penses.
January.....	\$533 50	\$29,418 41	.....	\$28,879 91
February.....	1,016 13	27,635 05	.....	26,618 92
March.....	25,167 02	35,600 08	.....	10,433 06
April.....	71,859 00	41,120 35	30,738 65	.....
May.....	106,868 88	43,912 54	64,956 34	.....
June.....	68,960 39	37,590 38	31,370 01	.....
July.....	91,987 38	39,063 06	52,924 32	.....
August.....	122,664 06	46,746 11	75,917 95	.....
September.....	122,527 42	42,160 24	80,367 18	.....
October.....	119,522 10	48,922 41	70,599 69	.....
November.....	97,526 77	43,466 20	54,060 57	.....
December.....	45,937 00	41,676 96	4,260 05	.....
Totals .....	\$896,569 65	\$477,606 78	\$418,962 87	\$65,931 89

## DELAWARE AND RARITAN CANAL.

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877.

## STATEMENT No. 4.

*Expenses in detail for the year ending December 31.*

MAINTENANCE OF CANAL.		CANAL OPERATIONS.	
Aqueducts.....	\$166 99	Barges .....	\$1,632 26
Boats and flats, repairs of.....	3,665 43	Boats—Lehigh.....	355 95
Bridges.....	11,358 75	Bridge tenders.....	10,587 93
Canal bed and banks.....	11,949 07	Collectors and weighmasters.....	9,191 60
Clerks.....	1,478 25	Clerks.....	1,478 25
Culverts.....	1,894 46	Ferries, labor at.....	1,565 80
Dams.....	2,309 33	Fuel and light.....	5,146 35
Dredging and dredge repairs.....	16,064 85	Incidentals.....	109 83
Fencing.....	1,010 22	Legal expenses and damages.....	6,434 87
Ferries, expenses of.....	56 11	Lock keepers and lock engineers	27,150 59
Horses and horse keep.....	3,310 27	Office expenses, rents & furniture	610 12
Houses and repair shops.....	5,447 13	Schooners.....	3,359 33
Incidentals.....	108 64	Stationery and printing.....	851 65
Locks and lock engines.....	20,941 70	Superintendence.....	4,968 75
Office expenses, rents, furniture..	467 75	Telegraph expenses.....	992 42
Slope and vertical walls.....	13,688 23	Wrecking and policing.....	1,848 59
Stationery and printing.....	375 32		
Superintendence and engineering	2,303 25		
Taxes on real estate.....	927 10	Total canal operation.....	\$76,243 29
Tools and tool repairs.....	2,325 86		
Waste weirs and sluices.....	1,276 85		
Watchmen.....	4,676 05		
Wharves.....	5,541 29		
Total maintenance of canal.....	\$111,342 30		
STEAM TOWING ACCOUNT.		RECAPITULATION.	
Tugs, cordage for.....	\$2,784 05	Maintenance of canal.....	\$111,342 30
Tugs, charter of.....	10 00	Canal operation.....	76,243 29
Tugs, damage by.....	3,331 28	Steam towing account.....	290,021 19
Tugs, incidentals for.....	3,113 88		
Tugs, fuel for.....	28,636 83	Total canal expenses.....	\$477,606 78
Tugs, manning of.....	40,106 26		
Tugs, repairs of.....	60,812 53		
Tugs, oil, waste, and tallow for...	2,130 71		
Tugs, superintendence of.....	6,710 52		
Tugs, wh'fage & port exp'nses of	5,409 82		
Towing by contract.....	135,199 16		
Repairs of Hoboken shop.....	776 65		
Total steam towing account.....	\$290,021 19		

## ACCOUNTING DEPARTMENT—ANNUAL REPORT, 1877.

## STATEMENT No. 6.

*Showing average cost per 100 miles run for locomotive engine service for the year ending December 31.*

## EXPENSES OF ENGINES—Average cost per 100 miles.

Divisions.	Class.	Repairs.	Fuel.	Stores.	Total.
PENNSYLVANIA RAILROAD DIVISION.					
Philadelphia Division.....	{ Passenger engines.....	\$3 10	\$2 62	\$0 64	\$6 36
	{ Distributing " .....	46	2 41	64	3 41
	{ Freight " .....	5 78	5 10	82	11 70
Middle Division.....	{ Passenger engines.....	3 19	2 40	56	6 15
	{ Distributing " .....	1 59	3 24	60	5 43
	{ Freight " .....	6 79	4 85	64	11 28
Lewistown Division.....	{ Passenger engines.....	1 82	2 42	48	4 72
	{ Distributing " .....	1 68	4 50	64	6 80
	{ Freight " .....	2 29	4 40	57	7 26
Bedford Division.....	{ Passenger engines.....	3 90	2 30	33	6 53
	{ Distributing " .....	1 40	4 68	52	6 60
	{ Freight " .....	6 21	4 98	44	11 63
Tyrone Division.....	{ Passenger engines.....	2 34	2 76	46	5 56
	{ Distributing " .....	1 65	3 90	50	5 95
	{ Freight " .....	7 33	6 55	64	14 52
West Penn'a Division.....	{ Passenger engines.....	2 22	2 44	34	5 00
	{ Distributing " .....	1 47	3 45	38	5 30
	{ Freight " .....	6 29	4 39	43	11 11
Pittsburgh Division.....	{ Passenger engines.....	4 25	2 81	63	7 69
	{ Distributing " .....	1 51	2 90	60	5 01
	{ Freight " .....	7 04	5 06	82	12 92
Frederick Division.....	{ Passenger engines.....	4 80	5 40	70	10 90
	{ Distributing " .....	None in service.			
	{ Freight " .....	4 70	10 40	70	15 80

## STATEMENT No. 6—Continued.

Divisions.	Class.	Repairs.	Fuel.	Stores.	Total.
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## UNITED RAILROADS OF NEW JERSEY DIVISION.

New York Division.....	{ Passenger engines.....	\$7 66	\$8 43	\$1 06	\$17 15
	{ Distributing " .....	1 29	7 10	1 02	9 41
	{ Freight " .....	5 76	10 19	1 09	17 04
Amboy Division.....	{ Passenger engines.....	3 77	5 10	55	9 42
	{ Distributing " .....	1 20	5 43	50	7 22
	{ Freight " .....	5 48	7 63	82	13 93
Belvidere Division.....	{ Passenger engines.....	4 83	6 28	66	11 77
	{ Distributing " .....	90	6 19	68	7 77
	{ Freight " .....	7 28	9 60	95	17 92

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

Eastern Division.....	{ Passenger engines.....	\$4 83	\$3 22	\$0 88	\$8 43
	{ Distributing " .....	3 29	4 48	71	8 48
	{ Freight " .....	5 81	6 62	46	12 79
Middle Division.....	{ Passenger engines.....	3 71	3 17	35	7 23
	{ Distributing " .....	2 17	6 18	46	8 81
	{ Freight " .....	6 18	7 16	46	13 79
Western Division.....	{ Passenger engines.....	4 33	3 21	38	7 96
	{ Distributing " .....	3 63	5 38	54	9 55
	{ Freight " .....	7 02	7 44	48	14 94
D. H. and W. R. R.....	{ Passenger engines.....	2 78	6 88	38	10 04
	{ Distributing " .....	3 19	11 31	50	15 00
	{ Freight " .....	5 86	11 33	47	17 16
L. C. and S. O. R. R.....	{ Passenger engines.....	2 01	7 07	47	9 55
	{ Distributing " .....	.....	10 40	40	10 80
	{ Freight " .....	1 96	7 39	47	9 82

## CONDITION OF LOCOMOTIVES, PENNSYLVANIA RAILROAD CO.

	Penna. R. R. Division.	U. R. R. of N. J. Division.	Phila. & Erie Division.	Total.
In service in good working order.....	391	163	74	618
In service requiring repairs.....	106	46	31	183
In shop under general repairs.....	124	21	25	170
In shop under slight repairs.....	40	26	3	69
In shop for renewals.....		8	21	29
Leased Frederick Division.....	6			6
Leased Columbia and Port Deposit Railroad.....	1			1
Leased Cleveland, Mt. V. and C. Railroad.....	6			6
Total number of locomotives.....	674	254	154	1,082

## MILEAGE OF LOCOMOTIVES, 1877.

Division.	Passenger.	Freight.	Distributing.	Total.
Pennsylvania Railroad.....	3,482,376	10,820,365	426,295	14,729,036
Pennsylvania Railroad, 1876.....	4,012,769	12,324,705	465,319	16,802,793
Decrease .....	530,393	1,504,342	39,024	2,073,757
United Railroads of New Jersey.....	2,539,752	2,327,253	157,528	5,024,533
United Railroads of New Jersey, 1876.....	2,989,835	2,424,325	197,462	5,611,642
Decrease .....	450,083	97,072	39,934	587,109
Philadelphia & Erie.....	447,680	1,786,437	91,906	2,326,023
Philadelphia & Erie, 1876.....	549,499	1,875,471	95,854	2,530,824
Decrease .....	101,819	99,034	3,948	204,801
Entire line.....	6,469,808	14,934,055	675,729	22,079,592
Entire line, 1876.....	7,552,103	16,634,501	758,655	24,945,259
Decrease .....	1,082,295	1,700,446	82,926	2,865,607

## GREATEST MILEAGE WITH PASSENGER TRAINS.

Division.	No. of Engine.	Mileage.
Pennsylvania Railroad.....	275	54,135
United Railroads of New Jersey.....	914	49,257
Philadelphia and Erie Railroad.....	1,002	46,235

## GENERAL AVERAGE MILEAGE WITH PASSENGER TRAINS.

Division.	Mileage.
Pennsylvania Railroad .....	28,544
United Railroads of New Jersey.....	25,146
Philadelphia and Erie Railroad.....	24,871

## GREATEST MILEAGE WITH FREIGHT TRAINS.

Division.	No. of Engine.	Mileage.
Pennsylvania Railroad.....	446	51,795
United Railroads of New Jersey.....	669	32,563
Philadelphia and Erie Railroad.....	1,031	33,658

## GENERAL AVERAGE MILEAGE WITH FREIGHT TRAINS.

Division.	Mileage.
Pennsylvania Railroad.....	21,993
United Railroads of New Jersey.....	19,722
Philadelphia and Erie Railroad.....	20,072

## COST OF REPAIRS, FUEL, AND STORES.

Division.	Repairs.	Fuel.	Stores.	Total.
Pennsylvania R. R.....	\$799,910 64	\$651,702 87	\$104,168 48	\$1,555,781 99
Pennsylvania R. R., 1876....	986,965 88	850,112 48	130,331 94	1,967,409 80
Increase.....				
Decrease.....	187,054 74	198,409 61	26,163 46	411,627 81
United R. R. of N. J.....	307,323 24	423,198 94	49,152 08	778,574 26
United R. R. of N. J., 1876.	377,504 12	622,450 70	64,949 73	1,064,904 55
Increase.....				
Decrease .....	70,280 88	199,251 76	16,797 65	286,330 29
Phila. & Erie R. R.....	134,893 45	144,546 96	10,482 24	289,922 65
Phila. & Erie R. R., 1876	141,176 61	172,085 46	13,603 26	326,865 33
Increase.....				
Decrease .....	6,283 16	27,538 50	3,121 02	36,942 68
Entire line.....	1,242,027 33	1,219,448 77	162,802 80	2,624,278 90
Entire line, 1876 .....	1,505,646 11	1,644,648 64	208,384 93	3,359,179 68
Increase.....				
Decrease .....	263,618 78	425,199 87	46,082 13	734,900 78



## COST OF REPAIRS, FUEL, AND STORES PER 100 MILES RUN.

Division.	Repairs.	Fuel.	Stores.	Total.
Pennsylvania Railroad.....	5.43	4.42	.71	10.56
Pennsylvania Railroad, 1876.....	5.87	5.06	.78	11.71
Increase.....				
Decrease.....	.44	.64	.07	1.15
United Railroads of New Jersey.....	6.11	8.42	.96	15.49
United Railroads of New Jersey, 1876.....	6.73	11.09	1.16	18.98
Increase.....				
Decrease.....	.62	2.67	.20	3.49
Philadelphia and Erie Railroad.....	5.80	6.21	.45	12.46
Philadelphia and Erie Railroad, 1876.....	5.58	6.80	.54	12.92
Increase.....	.22			
Decrease.....		.59	.09	.46
Entire line.....	5.62	5.52	.74	11.88
Entire line, 1876.....	6.04	6.59	.83	13.46
Increase.....				
Decrease.....	.42	1.07	.09	1.58

## GENERAL AVERAGE CONSUMPTION OF FUEL AND STORES.

Divisions.	Pounds coal to one mile.	Quarts oil to one hundred miles.	Pounds waste to one hundred miles.	Pounds tallow to one hundred miles.
Pennsylvania Railroad.....	73.8	3.5	2.8	1.6
Pennsylvania Railroad, 1876.....	74.1	3.4	2.9	1.6
Increase.....		.1		
Decrease.....	.3		.1	
United Railroads of New Jersey.....	55.3	4.2	2.6	3.5
United Railroads of New Jersey, 1876.....	57.0	4.4	2.8	3.6
Increase.....				
Decrease.....	1.7	.2	.2	.1
Philadelphia and Erie Railroad.....	86.4	2.6	.9	1.8
Philadelphia and Erie Railroad, 1876.....	88.1	2.4	1.3	1.7
Increase.....		.2		.1
Decrease.....	1.7		.4	

## PENNSYLVANIA RAILROAD DIVISION.

*Comparative Statement showing average number of Passenger Cars hauled per engine mile, and number of pounds Coal consumed per Passenger Car per mile.*

Division.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.		
	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.			
Philadelphia.....	1876	5.7	7.4	5.5	7.5	5.6	7.4	5.7	7.3	6.1	7.1	6.7	7.3	6.6	7.1	6.7	7.3	7.5	7.7	6.8	8.9	6.6	8.6	5.6	9.6	6.4	7.9
Philadelphia.....	1877	5.1	10.3	5.4	8.4	5.9	7.8	5.7	7.5	6.9	6.9	5.8	7.3	5.5	7.9	6.8	7.9	5.9	7.9	5.8	8.2	5.7	8.1	5.7	8.2	6.7	8.0
Middle.....	1876	6.5	6.2	6.2	6.3	6.1	6.5	6.6	5.8	6.9	5.3	7.3	5.2	7.6	6.2	7.6	5.0	7.6	5.8	7.3	6.5	6.8	6.4	6.1	8.2	7.0	6.0
Middle.....	1877	5.8	7.5	5.8	6.7	6.5	6.3	6.2	5.8	6.5	6.1	6.5	5.9	6.2	6.2	6.9	5.8	7.1	5.8	7.0	6.1	6.8	6.1	6.9	5.9	6.5	6.2
Pittsburgh.....	1876	5.1	9.4	4.9	10.0	4.9	9.7	5.1	9.1	5.2	9.0	5.2	9.0	5.5	8.4	5.5	8.4	6.6	9.0	5.5	9.4	5.3	9.5	4.5	11.6	6.2	9.3
Pittsburgh.....	1877	4.3	12.2	4.4	11.0	4.9	9.9	4.6	9.9	4.8	9.6	4.8	9.2	4.9	9.3	6.1	9.4	5.1	9.4	4.9	9.6	4.8	10.2	4.8	10.3	4.8	10.0
West Penn'a.....	1876	2.7	14.3	2.6	14.6	2.6	14.8	2.6	15.0	2.7	14.8	2.6	14.8	2.8	13.6	2.8	13.5	2.8	14.2	3.0	13.9	2.8	14.9	2.8	15.6	2.8	14.5
West Penn'a.....	1877	2.7	16.3	2.8	14.0	2.8	14.0	2.8	14.1	2.8	12.5	2.8	12.2	2.8	12.5	2.8	13.1	2.9	13.7	3.0	14.0	2.8	13.9	2.9	12.8	2.8	13.6
Lewistown.....	1876	1.6	37.7	1.5	36.8	1.6	28.5	1.4	32.4	1.0	49.2	1.7	26.7	1.5	28.9	1.6	22.9	1.6	25.0	1.4	31.9	1.4	26.1	1.6	26.4	1.5	28.1
Lewistown.....	1877	1.8	28.6	1.6	26.3	1.8	32.6	1.5	22.3	1.4	21.0	2.0	17.1	2.0	17.3	2.2	16.6	2.2	17.5	2.0	21.5	1.9	23.7	2.0	19.3	1.9	21.9
Tyrone.....	1876	2.8	14.9	2.8	15.2	2.7	16.0	2.9	14.7	2.7	13.4	2.6	14.2	2.4	15.3	2.5	14.5	2.5	16.4	2.4	20.7	2.2	19.2	2.3	22.7	2.6	16.3
Tyrone.....	1877	2.3	21.7	2.3	18.1	2.5	15.9	2.3	17.5	2.4	15.6	2.7	16.0	2.3	16.5	2.7	16.3	2.8	17.1	2.7	17.0	2.7	17.3	2.7	18.1	2.5	17.3
Bedford.....	1876	1.4	31.2	1.3	28.3	1.3	33.6	1.6	23.9	1.9	17.3	1.6	21.3	2.0	19.2	2.0	20.6	1.8	33.8	2.1	19.7	2.0	14.8	2.1	21.2	1.8	22.4
Bedford.....	1877	1.9	19.7	1.9	18.6	2.1	18.7	2.0	21.6	2.1	16.9	1.5	26.7	1.3	29.6	1.4	22.1	1.3	30.4	1.4	27.0	1.5	36.5	1.3	30.5	1.7	24.2
Total.....	1876	6.2	8.4	5.0	8.7	5.0	8.6	5.2	8.1	5.4	7.8	5.8	7.7	5.9	7.4	5.9	7.4	6.3	8.0	6.1	8.8	5.7	8.7	4.8	10.6	5.6	8.3
Total.....	1877	4.5	10.9	4.6	9.5	6.3	8.7	4.9	8.5	6.1	8.1	5.2	8.0	6.0	8.3	6.4	8.2	6.4	8.3	6.3	8.6	6.2	8.8	6.2	8.8	6.1	8.7

## UNITED RAILROADS OF NEW JERSEY DIVISION.

*Comparative Statement, showing average number of Passenger Cars hauled per engine mile, and number of pounds Coal consumed per Passenger Car per mile.*

Divisions.	Year.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.	
		Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.
New York.....	1876	5.4	10.7	5.4	10.8	5.5	10.3	5.4	10.3	5.6	10.0	6.2	8.8	6.3	8.2	6.1	8.9	7.6	8.6	7.7	8.5	6.5	9.3	6.2	11.8	6.3	9.4
New York.....	1877	4.8	13.0	4.9	11.8	5.0	11.6	5.3	10.9	5.4	10.5	5.3	10.3	5.2	10.5	5.3	10.0	5.6	10.2	5.4	10.4	5.4	11.0	5.4	11.0	5.2	10.9
Amboy.....	1876	2.6	15.3	2.5	15.8	2.4	15.9	2.4	14.1	2.6	14.3	2.6	14.0	2.8	13.2	2.8	13.7	2.8	14.2	2.8	14.3	2.6	15.3	2.5	16.7	2.6	14.7
Amboy.....	1877	2.2	19.5	2.2	16.2	2.2	16.2	2.3	15.0	2.2	15.0	2.3	14.5	2.3	13.2	2.7	12.6	2.4	14.4	2.4	13.6	2.3	14.3	2.3	14.8	2.3	14.9
Belvidere.....	1876	3.9	11.6	3.9	12.3	3.8	12.6	3.9	12.5	3.8	12.6	3.8	11.2	4.0	9.4	3.9	10.7	4.7	8.7	5.7	8.5	4.2	10.9	3.4	13.6	4.2	10.8
Belvidere.....	1877	3.5	14.7	3.5	13.5	3.5	13.2	3.6	12.5	3.4	12.2	3.5	11.6	3.4	10.9	3.7	9.2	3.7	10.7	3.4	11.7	3.5	12.2	3.4	12.5	3.5	12.0
Total.....	1876	4.6	11.4	4.6	11.6	4.6	11.2	4.6	10.9	4.8	10.7	5.3	9.4	5.4	8.8	5.3	9.5	6.5	9.0	6.8	8.9	5.5	9.9	4.5	12.5	5.3	10.0
Total.....	1877	4.1	13.9	4.2	12.4	4.3	12.2	4.4	11.5	4.5	11.1	4.5	10.9	4.5	10.8	4.5	10.3	4.7	10.8	4.5	10.9	4.5	11.5	4.5	11.6	4.4	11.5

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

*Comparative Statement showing average number of Passenger Cars hauled per engine mile, and number of pounds of Coal consumed per Passenger Car per mile.*

Divisions.	1876 1877	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.	
		Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.
Eastern.....	1876	3.5	11.3	3.6	11.1	3.8	10.8	4.0	9.2	4.0	9.3	4.4	8.5	4.2	9.1	4.3	8.3	5.1	8.7	5.3	9.0	4.8	9.8	4.0	12.5	4.3	9.6
Eastern.....	1877	3.7	13.1	3.7	11.9	3.7	12.4	3.6	10.7	3.6	11.1	3.8	10.0	4.1	8.9	4.7	9.6	4.1	10.1	4.3	9.9	4.2	10.3	4.3	9.9	4.0	10.6
Middle .....	1876	3.4	11.6	3.4	11.5	3.4	11.7	3.4	10.9	3.6	11.4	3.5	10.4	3.6	11.2	3.1	11.8	3.8	11.5	4.1	12.9	3.6	13.3	4.0	14.9	3.6	11.9
Middle .....	1877	3.5	18.9	3.4	12.2	3.3	12.0	3.3	11.1	3.4	10.9	3.3	10.3	3.6	10.1	3.8	11.8	3.5	14.3	3.6	13.8	3.8	15.9	4.9	9.0	3.5	12.6
Western.....	1876	3.7	11.8	3.7	10.8	3.6	11.7	3.8	9.1	3.9	10.2	3.9	9.8	3.5	10.1	4.1	6.8	4.4	10.3	4.6	11.4	4.0	12.2	3.3	17.0	3.9	10.9
Western.....	1877	3.3	19.3	3.5	11.4	3.3	12.3	3.5	9.7	3.5	9.9	3.4	11.0	3.7	10.1	3.6	9.9	3.7	11.1	3.4	9.9	3.5	14.0	4.9	13.4	3.6	11.8
Total.....	1876	3.5	11.5	3.6	11.1	3.7	11.3	3.8	9.9	3.8	10.2	4.0	9.4	3.8	9.9	4.1	9.0	4.6	9.7	4.8	10.6	4.2	11.2	3.7	14.5	4.0	10.5
Total.....	1877	3.5	16.4	3.5	11.8	3.5	12.3	3.5	10.5	3.5	10.7	3.6	10.3	3.8	9.5	4.2	10.3	3.8	11.5	3.8	11.0	3.9	12.7	4.6	10.7	3.5	11.5

## PENNSYLVANIA RAILROAD DIVISION.

Comparative Statement showing average number of Freight Cars hauled per engine mile, and number of pounds coal consumed per Freight Car per mile.

Divisions.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.	
	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.		
Philadelphia 1876	20.0	4.5	20.1	4.6	21.0	4.5	22.2	4.1	22.9	4.0	23.7	3.9	23.3	3.8	23.7	3.8	23.5	4.3	23.2	4.6	23.3	4.6	19.9	5.2	22.3	4.3
Philadelphia 1877	19.7	5.2	23.3	4.4	22.4	4.5	23.5	4.2	24.2	4.0	24.5	3.9	23.9	3.8	25.8	3.8	26.5	3.8	26.4	4.0	26.5	4.1	25.6	4.1	24.3	4.1
Middle 1876	32.6	3.0	31.9	3.1	32.0	3.0	35.4	2.6	35.8	2.4	36.0	2.3	35.2	2.4	37.2	2.3	36.1	2.8	35.0	2.0	36.0	2.9	29.8	3.5	34.4	2.8
Middle 1877	28.6	3.6	31.9	3.1	31.3	3.0	36.0	2.5	39.0	2.3	38.7	2.1	39.2	2.1	37.9	2.2	38.5	2.1	39.5	2.3	38.3	2.6	36.4	2.6	36.0	2.6
Pittsburgh 1876	15.5	5.8	15.5	6.1	15.9	6.1	16.1	5.6	15.9	5.3	16.6	5.0	16.9	4.9	16.7	4.9	16.9	5.3	16.6	5.7	16.3	6.7	13.9	6.8	16.1	5.6
Pittsburgh 1877	13.7	7.0	15.5	6.0	16.6	6.0	16.4	5.3	16.3	5.2	16.3	5.0	16.8	5.1	16.8	5.2	17.3	5.2	17.0	5.4	16.8	5.8	16.6	5.8	16.2	5.7
Tyone 1876	9.2	12.6	8.8	12.6	9.1	13.2	10.6	10.7	10.3	10.8	10.2	11.0	8.8	11.9	9.1	11.5	9.1	10.4	9.3	13.0	9.0	12.7	8.3	13.9	9.3	12.0
Tyone 1877	7.8	14.1	9.0	11.9	9.1	12.6	9.7	11.2	9.9	10.7	9.7	10.9	9.3	12.4	9.6	12.0	9.0	12.5	9.6	11.9	9.2	12.1	8.9	13.2	9.2	12.1
West Penn'a. 1876	12.5	5.5	12.9	5.5	13.9	5.3	14.2	5.3	14.5	5.1	18.1	3.7	15.0	4.2	14.4	4.2	14.2	4.8	15.7	4.9	16.0	4.6	14.6	5.6	14.7	4.8
West Penn'a. 1877	12.3	6.2	14.1	6.0	13.9	5.5	14.2	5.2	13.5	4.9	17.0	4.0	15.5	4.8	16.7	4.3	15.9	4.3	16.3	4.5	14.7	5.1	14.1	6.3	14.9	4.9
Lewistown 1876	10.8	6.0	6.5	8.1	7.0	6.8	11.5	5.8	10.0	5.1	7.7	5.2	7.3	8.2	10.4	7.8	10.7	7.6	14.0	7.1	13.6	7.3	11.8	8.7	11.4	7.4
Lewistown 1877	11.8	9.1	9.5	8.9	3.7	13.8	10.3	4.7	8.4	7.2	9.5	7.2	11.5	5.7	13.1	6.0	14.5	5.7	14.2	5.8	12.1	6.5	11.6	6.6	11.7	6.7
Bedford 1876	8.5	7.9	15.3	7.1	14.3	7.2	13.9	5.8	16.0	7.0	16.8	6.1	15.2	6.8	14.9	6.0	16.0	5.8	7.4	8.5	18.0	6.9	14.8	7.3	15.2	7.0
Bedford 1877	7.0	13.0	17.1	6.0	12.1	7.3	14.9	5.4	13.6	6.3	15.6	4.8	15.4	4.8	15.3	4.7	15.5	6.7	16.0	6.0	16.0	5.2	13.9	6.8	14.8	5.7
Total 1886	20.8	4.4	20.8	4.6	21.3	4.5	22.4	4.1	22.6	3.9	23.4	3.7	23.0	3.7	23.3	3.7	23.0	4.1	22.8	4.5	23.3	4.4	19.5	5.2	22.2	4.2
Total 1877	18.9	5.3	21.7	4.5	21.8	4.5	22.9	4.0	23.5	3.8	23.5	3.7	23.7	3.7	23.8	3.8	24.5	3.8	24.3	3.9	24.2	4.2	23.5	4.2	22.9	4.1

## UNITED RAILROADS OF NEW JERSEY DIVISION.

*Comparative Statement showing average number of Freight Cars hauled per engine mile, and number of pounds Coal consumed per Freight Car per mile.*

Division.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.		
	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.			
New York.....	1876	23.9	4.1	23.3	4.0	24.9	3.7	19.7	3.7	23.9	3.2	23.0	3.1	23.8	2.9	24.2	2.8	25.5	3.2	23.6	3.5	24.9	3.7	23.5	4.2	23.6	3.5
New York.....	1877	24.6	4.4	26.5	3.9	24.4	3.7	25.2	3.2	25.3	3.0	25.0	2.9	22.6	2.9	25.1	2.8	27.5	2.9	27.1	2.9	27.1	3.1	26.8	3.3	25.7	3.3
Amboy.....	1876	8.3	6.5	9.7	6.3	9.8	5.6	9.1	6.5	9.7	6.5	9.1	5.1	9.5	5.6	8.3	6.2	9.0	5.8	9.3	6.7	8.1	6.5	9.0	6.7	9.2	5.9
Amboy.....	1877	10.3	6.7	11.7	5.3	10.7	5.1	8.4	6.0	10.1	4.5	10.6	4.5	8.6	4.8	9.7	4.6	11.1	4.8	12.4	4.2	10.5	4.6	12.4	4.4	10.5	6.0
Belvidere.....	1876	26.8	3.2	16.3	4.6	20.3	3.4	31.6	2.5	27.6	2.2	30.4	2.1	30.7	2.3	33.0	2.1	31.8	2.6	32.8	2.5	32.4	2.8	27.9	3.4	29.2	2.7
Belvidere.....	1877	22.2	4.1	28.1	3.2	28.1	2.9	33.4	2.5	33.6	2.3	31.2	2.3	26.6	2.3	24.7	2.7	31.5	2.3	33.2	2.2	31.4	2.5	33.0	2.6	30.3	2.5
Total.....	1876	23.1	3.7	20.3	4.3	22.0	3.7	21.9	3.3	23.2	3.1	22.9	2.9	24.1	2.8	24.6	2.7	25.2	3.1	24.6	3.2	25.5	3.5	23.5	4.0	23.5	3.4
Total.....	1877	23.1	4.5	25.4	3.8	23.9	3.6	25.6	3.0	26.5	2.8	25.3	2.7	22.1	2.8	23.6	2.8	27.1	2.8	27.6	2.7	26.7	3.0	27.4	3.1	25.5	3.1

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

Comparative Statement showing average number of Freight Cars hauled per engine mile, and number of pounds coal consumed per Freight Car per mile.

Division.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.		
	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.			
Eastern.....	1876	34.9	3.7	34.5	3.9	35.0	3.7	35.4	3.3	35.8	3.1	35.8	2.8	34.8	2.9	35.8	2.9	36.5	2.9	37.1	3.1	38.2	3.2	31.6	3.9	35.5	3.3
	1877	28.2	4.3	35.2	3.6	35.7	3.7	37.0	3.1	38.5	2.8	37.7	2.7	38.8	2.5	41.0	2.4	39.8	2.7	39.7	2.6	38.4	2.9	35.9	3.1	37.4	2.9
Middle.....	1876	27.6	4.8	26.9	5.2	27.4	4.6	28.4	4.2	28.6	4.0	30.3	3.7	27.7	4.2	28.6	4.1	28.8	4.2	27.1	4.8	27.8	4.7	25.3	5.6	27.9	4.5
	1877	22.9	6.5	23.9	5.7	25.4	5.5	29.1	3.6	29.8	3.6	27.8	4.2	2.0	4.1	29.8	3.5	27.1	4.5	26.0	4.6	23.8	5.3	23.6	4.9	26.3	4.5
Western.....	1876	21.2	6.8	20.6	7.7	21.3	6.7	21.9	6.2	22.3	5.7	22.6	5.2	24.2	5.2	22.7	5.7	23.9	5.8	23.4	6.0	22.5	6.2	19.7	7.6	22.4	6.1
	1877	16.1	9.9	23.4	5.6	21.6	5.9	26.7	4.9	26.2	4.8	28.4	4.3	27.6	4.6	22.4	5.3	24.2	5.4	23.6	5.9	22.8	6.5	21.1	6.6	23.3	5.7
Total.....	1876	28.2	4.7	27.8	5.1	28.5	4.6	28.6	4.4	29.2	4.5	29.6	3.7	29.2	3.9	29.2	4.0	30.0	4.0	29.4	4.4	29.6	4.2	26.0	5.3	28.8	4.3
	1877	23.1	6.1	28.6	4.6	28.8	4.5	30.4	3.7	32.1	3.5	32.0	3.5	32.0	3.5	31.1	3.5	30.6	3.9	30.0	4.0	28.4	4.5	26.7	4.6	29.4	4.1



STATEMENT SHOWING THE AVERAGE POUNDS OF COAL CONSUMED PER FREIGHT CAR PER MILE, AND AVERAGE NUMBER OF TONS PER CAR.

Division.	Average number of pounds coal per car per mile.		Percentage of		Average number of tons per car.		Percentage of	
	1876.	1877.	Inc.	Dec.	1876.	1877.	Inc.	Dec.
Philadelphia.....	4.3	4.1	...	4.6	10.340	10.280	...	0.6
Middle.....	2.8	2.6	...	7.1	10.226	10.315	0.9	...
Pittsburgh.....	5.6	5.7	1.8		9.667	9.700	0.3	...
Entire Penn'a Railroad...	4.2	4.1	...	2.4	10.120	10.132	0.1	...
United Railroads of N. J. ...	3.4	3.1	...	8.8	9.252	9.570	3.4	...
Philadelphia & Erie R. R. ...	4.3	4.1	...	4.7	10.206	10.435	2.2	...

## PASSENGER EQUIPMENT—MILEAGE.

Division.	Passeng'r	Emigrant	Baggage	Mail.	Express.	Total.	Pullman.
<b>PHILADELPHIA.</b>							
Main Line.....	2,243,606	277,554	861,795	187,756	534,448	4,105,158	964,315
Waynesburg Branch.....	59,478	8,712	16,810			85,000	
Pennsylvania and Del. Br.	24,967	10,138				35,105	
Columb. & Port Depos. Br.*	25,454	1,858			102	27,114	
Total.....	2,353,504	297,262	878,605	187,756	534,550	4,252,377	964,315
Middle Division.....	1,354,672	285,219	623,607	235,620	589,719	3,088,837	1,170,647
<b>PITTSBURGH.</b>							
Main Line.....	1,865,006	313,831	587,554	208,329	514,690	3,489,409	1,036,768
Holidaysburg & M. C. Br..	163,502	19,595	1,248		102	184,447	
Ebensburg & Cresson Br..	16,350	44	2,783			19,177	
S. W. Pennsylvania R. W..	174,229	20,895	12,664		36	207,824	
Total.....	2,219,086	354,365	604,249	208,329	514,828	3,900,857	1,036,768
Lewistown Division.....	117,702	18,193	500		400	136,795	223
Bedford.....	39,258	16	636		16	39,926	
Tyrone.....	242,671	28,652	71,162			342,485	
West Pennsylvania.....	616,460	14,232	91,086	1,876	2,278	725,932	7,934
Total, 1877.....	6,943,353	998,639	2,269,845	633,581	1,641,791	12,487,209	3,179,887
Total, 1876†.....	9,205,252	1,565,505	2,584,644	660,482	1,745,291	15,761,174	4,460,014
Decrease.....	2,261,899	566,866	314,799	26,901	103,500	3,273,965	1,280,127
Per centage.....	24.57	36.21	12.18	4.07	5.93	20.77	28.70

\* July 1 to December 31, inclusive.

† Sunbury and Lewistown Railroad, mileage August to December, inclusive, only.



REPORT  
OF THE  
GENERAL MANAGER.

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Office of the General Manager,  
*Philadelphia, February 20, 1878.*

To the President and Board of Directors  
of the Pennsylvania Railroad Company.

GENTLEMEN:—The following report, embracing the operations of the Pennsylvania Railroad Division, the United Railroads of New Jersey Division, and the Philadelphia and Erie Railroad Division, for the year 1877, is respectfully submitted.

In making comparisons in the various statements with the previous year, three important points should be taken into consideration :

*First.*—The greater depression in business.

*Second.*—The labor troubles, which resulted in the almost complete stoppage of freight for a period of ten days, and in serious injury to business for a month or six weeks thereafter.

*Third.*—The apparent unfavorable change in the passenger business as compared with the Centennial traffic in 1876.

## PENNSYLVANIA RAILROAD DIVISION.

The earnings from all sources of the Pennsylvania Railroad Division, comprising the Main Line from Philadelphia to Pittsburgh, including the Branches connected therewith, for the year 1877, were as follows :

From freights, . . . .	\$14,642,109 01
“ passengers, . . . .	3,383,273 33
“ express, . . . .	313,118 43
“ mails, . . . .	314,716 64
“ miscellaneous, . . . .	330,238 84
	<hr/> \$18,983,456 25

And the expenses, excluding rentals  
and interest on equipment were :

Conducting transportation, . . .	\$4,189,253 99
Motive power, . . . .	3,098,317 06
Maintenance of cars, . . . .	932,525 52
Maintenance of way, . . . .	2,185,486 28
General expenses, . . . .	345,555 79
	<hr/> 10,751,138 64
	<hr/> \$8,232,317 61

Deduct rentals leased Branches, . .	\$588,784 95
And interest on equipment, . . .	69,479 42
	<hr/> 658,264 37

Net earnings for 1877, . . . . .	\$7,574,053 24
“ “ “ 1876, . . . . .	7,760,369 10
	<hr/>
Decrease, . . . . .	\$186,315 86
	<hr/> <hr/>

The following statement exhibits the comparison of expenses with 1876, by departments:

COMPARATIVE STATEMENT OF EXPENSES OF THE SEVERAL DEPARTMENTS, EXCLUDING RENTALS.

	Conducting Transportat'n	Motive Power.	Maintenance of Cars.	Maintenance of Way.	General Expenses.	Totals.
1876.....	\$4,616,402 86	\$3,721,596 10	\$1,192,638 80	\$2,530,194 75	\$361,856 72	\$12,452,689 23
1877.....	4,189,253 99	3,098,317 06	932,525 52	2,185,486 28	345,555 79	10,751,138 64
Decrease.....	467,148 87	623,279 04	260,113 28	344,708 47	16,300 93	1,701,550 59
Percentage...	9.84	16.75	21.81	13.92	4.50	13.66

The earnings from freight increased  $\frac{7}{10}$  of one per cent., the earnings from passengers decreased thirty-seven per cent., and the total gross earnings decreased \$1,804,619.37, or nine per cent. This decrease in gross earnings was met almost entirely by the large reduction in expenses of \$1,701,550.59, as shown in the above statement. To accomplish this satisfactory reduction in the expenses, the most rigid economy consistent with the proper maintenance and improvement of your property was enforced. This reduction would have been impossible but for the large expenditures on your roads in the general improvement of the permanent road-bed, track, and rolling stock within the last five years, to which your attention has been particularly directed in the annual reports of the past two years.

The following statements show the number of passengers carried, and the miles travelled:

NUMBER OF PASSENGERS CARRIED ON PENNSYLVANIA RAILROAD AND BRANCHES.

	1876.	1877.	Increase.	Decrease.	Percentage.
First-class passengers.....	5,618,507	3,638,688	.....	1,779,819	Dec. 31.68
Emigrant passengers.....	29,985	36,964	6,979	.....	Inc. 23.28
Commutation passengers.....	1,277,524	1,254,279	.....	23,245	Dec. 1.81
Totals .....	6,926,016	5,129,931	.....	1,796,085	Dec. 25.93

## MILEAGE.

	1876.	1877.	Increase.	Decrease.	Percentage.
First-class passengers.....	268,747,129	121,850,895	.....	146,896,234	Dec. 54.66
Emigrant passengers.....	9,878,394	11,499,880	1,621,486	.....	Inc. 16.41
Commutation passengers.....	9,686,566	9,802,746	116,180	.....	Inc. 1.20
Totals.....	288,312,089	143,153,521	.....	145,158,568	Dec 50.34

There was a decrease of  $25\frac{31}{100}$  per cent. in the total number of passengers carried, with a decrease of  $50\frac{34}{100}$  per cent. in the passenger mileage, showing that the decrease was in the number of passengers travelling long distances, accounted for principally by the fact that the comparison of 1877 is made with the figures of 1876, which included the large travel to and from the Centennial Exhibition.

The increase of  $23\frac{28}{100}$  per cent. in the number of emigrants, and  $16\frac{41}{100}$  per cent. in the mileage of the same, shows an improvement in that portion of the business. There was also a slight improvement in the local or commutation travel, the mileage of which increased  $1\frac{20}{100}$  per cent.

The following statements show the number of tons moved, and the tonnage mileage compared with 1876:—

## FREIGHT BUSINESS.

	1876.	1877.	Increase.	Decrease.	Percentage.
Tons of through freight eastward.....	1,322,276	1,019,068	.....	303,208	Dec. 22.93
Tons of through freight westward.....	293,263	288,719	.....	4,544	Dec. 1.55
Tons of local freight eastward.....	5,791,706	5,713,443	.....	78,263	Dec. 1.35
Tons of local freight westward.....	2,515,666	2,717,066	201,399	.....	Inc. 8.01
Totals.....	9,922,911	9,739,296	201,399	388,015	.....
Net decrease.....	.....	.....	.....	184,616	Dec. 1.86

## MILEAGE.

	1876.	1877.	Increase.	Decrease.	Percentage.
Mileage of through freight eastward.....	472,808,399	364,283,195	.....	108,525,204	22.05
Mileage of through freight westward.....	104,809,016	103,201,458	.....	1,607,558	1.53
Mileage of local freight eastward.....	915,810,942	868,676,502	.....	47,134,440	5.15
Mileage of local freight westward.....	136,313,664	158,637,043	22,323,379	.....	16.38
Totals.....	1,629,742,021	1,494,798,198	22,323,379	157,267,202	
Net decrease.....				134,943,823	8.28

There was a decrease in the tons carried, of  $1\frac{8}{100}$  per cent., and  $8\frac{28}{100}$  per cent. in the tonnage mileage.

The principal decrease in the freight movement was in through freight eastward, which amounted to  $22\frac{25}{100}$  per cent. in tonnage mileage, caused by the general falling off in business, together with the blockade of ten days in the movement of freight during the July riots, and the injury to business resulting therefrom.

There was an increase of  $16\frac{38}{100}$  per cent. in the local tonnage mileage westward.

The total tonnage mileage of through and local freight was: Eastward, 1,232,959,697, and Westward, 261,838,501, a decrease of 11 per cent. in the former, and an increase of 8 per cent. in the latter. This increase in the westward tonnage decreased the movement of empty cars, and proved an important element in reducing the cost per ton per mile.

The following statement shows the movement of loaded cars eastward and westward:—

## MOVEMENT OF LOADED CARS ON MAIN LINE.

Stations.	Direction.	1877.	1876.	Increase.	Decrease.	Percentage.
West Philadelphia.....	Eastward...	342,570	391,444	.....	48,874	12.49
West Philadelphia.....	Westward...	85,592	86,249	.....	2,657	3.01
Columbia.....	Eastward...	343,709	414,458	.....	70,749	17.07
Columbia.....	Westward...	85,028	84,212	1,416	.....	1.66
Harrisburg.....	Eastward...	353,508	428,797	.....	75,289	17.56
Harrisburg.....	Westward...	65,032	62,906	2,926	.....	4.65
Mifflin.....	Eastward...	346,549	386,715	.....	40,166	10.39
Mifflin.....	Westward...	74,188	71,431	2,757	.....	3.86
Altoona.....	Eastward...	224,974	271,170	.....	46,196	17.04
Altoona.....	Westward...	92,280	87,639	4,650	.....	5.31
Derry.....	Eastward...	213,781	252,672	.....	38,891	18.89
Derry.....	Westward...	9,574	77,206	2,369	.....	3.07
Pittsburgh.....	Eastward...	158,087	187,563	.....	29,476	15.72
Pittsburgh.....	Westward...	157,956	153,539	4,416	.....	2.88



The movement of loaded cars on the Main Line westward increased at all points excepting West Philadelphia, indicating an improvement in the local trade west bound. The decrease in the eastward movement was caused by the falling off in the shipments of oil, gas coal, and in the through freight from points west of Pittsburgh.

MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING  
ROADS.

Stations.	Direction.	1877.	1876.	Increase.	Decrease.	Per-centage.
Mantua.....	Eastward...	134,472	125,335	9,137		7.29
Mantua.....	Westward...	38,347	37,436		1,089	2.91
Rockville.....	Eastward...	76,457	96,460		20,003	20.74
Rockville.....	Westward...	13,248	14,327		1,079	7.53
Marysville.....	Westward...	7,708	8,326		618	7.42
Lewistown Junction.....	Eastward...	4,489	3,319	1,170		35.25
Lewistown Junction.....	Westward...	11,287	7,603	3,684		49.66
Sunbury.....	Eastward...	1,739	1,003	736		73.38
Sunbury.....	Westward...	8,989	8,618	5,471		155.51
Huntingdon.....	Eastward...	26,660	25,439	1,121		4.41
Huntingdon.....	Westward...	6,720	6,931		211	3.56
Mt. Dallas.....	Eastward...	14,651	12,469	2,182		17.50
Mt. Dallas.....	Westward...	1,487	1,290	197		15.27
State Line.....	Eastward...	13,311	10,951	2,390		21.82
State Line.....	Westward...	852	1,302		450	34.56
Lock Haven.....	Eastward...	6,504	8,425		1,921	22.80
Lock Haven.....	Westward...	1,813	2,541		728	28.65
Tyrone.....	Eastward...	98,992	91,615	7,387		8.06
Tyrone.....	Westward...	3,676	3,431	245		7.36
Altoona.....	Eastward...	11,427	11,752		325	2.76
Altoona.....	Westward...	15,093	14,735	958		6.50
Greensburg.....	Eastward...	4,412	2,892	1,520		52.56
Greensburg.....	Westward...	56,132	44,419	6,713		13.87
Blairsville.....	Eastward...	25,863	29,964		4,101	13.66
Blairsville.....	Westward...	12,716	11,025	1,691		15.34
Allegheny City.....	Eastward...	21,680	15,443	5,817		36.72
Allegheny City.....	Westward...	10,454	7,850	2,604		33.17

On the branch and connecting roads the increase and decrease are accounted for as follows:

*Eastward*—The increase at Mantua by the increased shipments of coal and general merchandize; at Lewistown Junction and Sunbury, by the Sunbury and Lewistown Railroad being closed in 1876, prior to the month of August; at Huntingdon, increased shipments from the Cumberland and Broad Top Coal regions; at Mt. Dallas and State Line, increased shipments of Cumberland coal; at Tyrone, increased shipments of coal from Tyrone region; at Greensburg, increased shipments of coke; at Allegheny City, the transfer of freight *via* the Western Pennsylvania Division, from July 28th to August 28th, owing to the destruction of tracks

at Pittsburgh by the riots, and the opening of the Butler and Karns City Railroad, with connection at Butler.

The decrease in the eastward movement at Rockville and Harrisburg was caused by the general falling off in eastward shipments from the West and from the Northern Central and Philadelphia and Erie Railroad; at Lock Haven, by decreased lumber shipments; and also, decreased shipments of coal from the Bellefonte and Snow Shoe Railroad.

*Westward*—The increase in the westward movement at Lewistown Junction and Sunbury, caused by the Sunbury and Lewistown Railroad being closed in 1876, until August; at Mt. Dallas, by local freight; at Tyrone, by shipments of lime to Johnstown for Cambria Iron Company; at Greensburg, by coke shipments; at Blairsville and Allegheny City, by the transfer of the through business *via* the West Pennsylvania Division, while the tracks, etc., destroyed at Pittsburgh by the rioters in July, were being replaced. At Allegheny City, the movement was also increased by shipments of bark and metal. The decrease in the westward movement at Mantua caused by the falling off in general trade from United Railroads of New Jersey Division; at Rockville and Marysville, by the transfer of coal shipments *via* the Sunbury and Lewistown Railroad, since August, 1876; at Huntingdon, State Line, and Lock Haven, by the falling off in local traffic.

The live stock shipments from East Liberty decreased 14 $\frac{32}{100}$  per cent. The total number of cars in 1877, was 55,494, or 9,277 less than in 1876.

The oil shipments in 1877 compare with those of 1876 as follows:

	Crude Oil, Barrels.	Refined Oil, Barrels.	Product, Barrels.	Total Barrels.
Through eastward, 1877.....	2,251,193	539,383	53,100	2,843,676
Through eastward, 1876.....	1,966,050	799,477	106,555	2,871,082
Increase.....	285,143			
Decrease.....		260,094	52,455	27,406
To local points, 1877.....				759,616
To local points, 1876.....				917,484
Decrease.....				157,868

The foregoing shows  $\frac{25.5}{1000}$  per cent. decrease in the through oil trade eastward, and  $\frac{17.21}{100}$  per cent. decrease to local points.

The shipment of coal and coke over the Main Line and Branches for 1877, as compared with 1876, was as follows:

1877,	-	-	-	4,953,892 tons.
1876,	-	-	-	4,837,896 "

Increase, - - 115,996 " or  $\frac{2.4}{100}$  per cent.

There was a decrease of  $\frac{7.18}{100}$  per cent. in the shipments of coke westward, and an increase of  $\frac{84.63}{100}$  per cent. in the eastward shipments, showing a decided improvement in the coke trade east, owing to the greater demand by furnaces for this kind of fuel. This trade has been steadily increasing for the past two years, and there are indications of large future development.

#### MAINTENANCE OF WAY.

The annual inspection of road bed and track, and the competitive system for the award of premiums to the foremen and supervisors for the greatest improvement shown in the track, was continued, and notwithstanding the large reductions in Maintenance of Way expenses, the reports of the judges on the annual inspection, show a decided and uniform improvement over the entire line compared with the inspection of 1876. This was due to the careful attention paid to all the minor details of the track work as well as its more important features, and to the thorough understanding of the standard specifications on the part of the officers in immediate charge of the work. The entire Main Line between Philadelphia and Pittsburgh, with the exception of the freight line via Columbia is now ballasted in accordance with standard specifications, and can be maintained in future at the minimum cost for repairs.

**NEW TRACKS LAID ON THE PENNSYLVANIA RAILROAD DIVISION  
DURING 1877.**

	Miles.	Feet.	Miles.	Feet.
Main track, Philadelphia Division.....	15	2,494		
Main track, Middle Division.....		4,205		
Main track, Pittsburgh Division.....	2	4,752		
Third and fourth tracks, Philadelphia Division.....	5	384	10	891
Third and fourth tracks, Pittsburgh Division.....	3	2,820		
Sidings, Philadelphia Division.....	3	4,157	8	3,204
Sidings, Middle Division.....		2,701		
Sidings, Pittsburgh Division.....	3	712		
Sidings, West Pennsylvania Division.....		205		
Sidings, Bedford Division.....		135		
Sidings, Lewistown Division.....		805		
Extension of Main track, S. W. Pennsylvania Railway.....	4	4,910	7	3,425
New passenger track, Haverford Street to West Philadelphia Signal Tower.....		1,650	5	1,280
Less track removed:			40	3,520
Old line, Philadelphia Division.....	15	4,220		
Third track, Philadelphia Division.....	1	5,229		
Main track, Pittsburgh Division.....	1	5,016		
Sidings, Philadelphia Division.....	2	415		
Sidings, Middle Division.....		2,252		
Sidings, Pittsburgh Division.....	10			
Sidings, Tyrone Division.....		1,765	32	3,048
Private sidings.....	1	652	8	472
Less private sidings removed.....		3,833		
Total additional length of track, including individual sidings.....			8	2,521

**TOTAL NUMBER OF MILES OF SINGLE TRACK IN USE JANUARY  
1st, 1878.**

Main Line, including sidings, - - - -	1,023.2 miles.
Branches owned, including sidings, - - - -	170.3 "
Branches leased, including sidings, - - - -	484.4 "
Private sidings, - - - - -	79.3 "
<b>Total, - - - - -</b>	<b>1,757.2 " ,</b>

## MATERIALS USED FOR RENEWALS DURING 1877.

Where Used.	Steel Rails. Tons.	Iron Rails. Tons.	Spikes. Pounds.	Cross Ties. Number.	Splices. Pairs.
Philadelphia to Harrisburg.....	231	127	110,568	49,733	12,430
Harrisburg to Altoona.....	442		108,045	44,844	34,549
Altoona to Pittsburgh.....	1,064	13	155,024	63,409	31,013
Delaware Extension.....	110	6	2,902	926	380
East Brandywine and Waynesburg Railroad.....			1,200	1,020	
Pennsylvania and Delaware Railroad.....		47	6,318	2,406	80
Sunbury and Lewistown Railroad.....	5	64	7,360	9,692	291
Mifflin and Centre County Railroad.....	18	1	4,284	5,180	182
Bedford and Bridgeport Railroad.....		27	3,405	6,194	64
Tyrone Branch.....	8	5	2,960	1,586	56
Tyrone and Clearfield Railway.....	443	69	13,835	11,963	1,641
Bald Eagle Valley Railroad.....		261	7,740	4,174	1,964
Holidaysburg Branch and Morrison's Cove B. R. ....		7	5,706	8,958	58
Ebensburg and Cresson Railroad.....			3,290	398	3
Southwest Pennsylvania Railway.....	1,078	8	23,393	6,909	4,334
Indiana Branch.....	45	20	7,175	4,072	233
Western Pennsylvania Railroad.....	594	626	43,725	16,845	4,971
Butler Branch.....		15	7,750	6,420	61
Totals.....	4,028	1,291	514,780	244,699	92,364

In addition to the preceding, the following material was used in construction :

Steel rails,	-	-	-	-	-	2,580 tons.
Splice joints,	-	-	-	-	-	8,780 pairs.
Spikes,	-	-	-	-	-	229,063 pounds.
Cross ties,	-	-	-	-	-	84,976.

## BRIDGES.

The bridges received more than the usual attention, and important repairs and renewals were made.

On the Middle Division, the wooden superstructure of the single track bridge across the Susquehanna River at Rockville, was replaced by a double track iron bridge. Early in the year, plans for this improvement were prepared and proposals received for the work. The contract was awarded to the Delaware Bridge Company of New York, and the building of the bridge commenced July 1st, and completed in accordance with the contract December 1st. The single track boiler plate bridge over the canal immediately east of the river bridge at Rockville, was also extended for double

track, thus removing the last piece of single track between New York and Pittsburgh.

Little Juniata Bridge No. 11, on Middle Division, formerly an iron truss, was replaced by a stone arch bridge, consisting of three arches of 58 feet in the clear, on a six degree curve, at a cost of \$30,000. The iron superstructure of the old bridge had become too light for the heavy engines now in use, and was utilized for overhead bridges at public road crossings, at Bird-in-Hand, Reeseville, and Trenton.

Seven bridges on the Philadelphia Division were renewed with boiler plate girders, and on the new line of track on the Philadelphia Division boiler plate bridges were built at points west of Eagle, east of Berwyn, west of Grove Tower, Black Bear Road, and east of Conestoga.

The iron superstructure of Shuman's Bridge was replaced with boiler plate.

On the night of February 17th, eight spans of the bridge over the Susquehanna River, at Selins Grove, were burned. The work of rebuilding these spans was promptly commenced and completed by April 14th. The bridge was fully insured and there was no loss to the Company save that which resulted from the delay in the movement of traffic.

#### TELEGRAPH.

On April 4th, the Atlantic and Pacific Telegraph Company completed the erection of their second through wire, between Philadelphia and Pittsburgh, on the poles of this Company.

A new wire was erected between Honey Brook and New Holland, on the extension of the East Brandywine and Waynesburg Branch, a distance of ten miles.

On the line of the Columbia and Port Deposit Railroad, a new line of wire was erected the entire length, a distance of  $39\frac{3}{4}$  miles, and offices established between Columbia and Port Deposit.

A new wire was erected between the Junction Railroad office at West Philadelphia and Greenwich Point.

The line of telegraph wire on Liberty Street, Pittsburgh, destroyed during the riots, was renewed between Twelfth and Seventeenth Streets.

The telegraph towers at South Fork and Carneys, on the Pittsburgh Division, destroyed by fire, were rebuilt.

#### REMARKS.

On April 10th, 1877, Mr. John Reilly was re-appointed Superintendent of Transportation, and Mr. P. F. Smith, Acting Superintendent of Transportation, during Mr. Reilly's absence, was assigned to special duty on the Pennsylvania Railroad Division.

On July 1st, the Columbia and Port Deposit Railroad, extending from Columbia, Pa., to Port Deposit, Md., a distance of  $39\frac{3}{8}$  miles, was opened for business and operated as a part of the Philadelphia Division, with Mr. J. B. Hutchinson as Assistant Superintendent in charge.

The freshets of October caused serious damage to the Pennsylvania and Delaware Railroad, washing out a number of bridges and trestles south of Landenburg, thus suspending business on that portion of the line from October until December.

During the year, 622,625 tons of bituminous coal were shipped over the Greenwich coal piers, Philadelphia, against 658,998 tons in 1876, a decrease of 36,373 tons. This decrease was in Broad Top and gas coal. The shipments from Clearfield region increased 102,193 tons. In addition to the bituminous coal, there were shipped over the Greenwich piers, 109,508 tons of anthracite coal, against 179,114 tons in 1876, a decrease of 69,606 tons.

A new siding 2,300 feet in length was completed at Greenwich, and a new 60 feet track scale placed in the centre of the siding for the weighing of all Clearfield and Broad Top coal destined for shipment over Greenwich piers.

A new and improved slip was built on the old Navy Yard property for the transfer of cars between Philadelphia and Camden by floats.

The damage to property by the July riots made necessary large expenditures for repairs at Pittsburgh. On the site of the old Union Depot and Hotel, a two-story brick building was built, the first floor of which is used as a passenger station, with waiting rooms, ticket offices, dining room, and restaurant, and the second floor for the offices of the Superintendent of the Pitts-

burgh Division and of the Pittsburgh, Cincinnati and St. Louis Railway. A brick gas-house and a temporary frame building for the use of despatchers, was also built. A new transfer station was erected on Twenty-sixth Street. The round house at Twenty-eighth Street was rebuilt on the site of the old building, and a machine shop, 40 by 70 feet; blacksmith shop, 32 by 80 feet; planing mill, 13 by 80 feet; car shop, 66 by 138 feet; all under one roof, almost completed, immediately west of the Twenty-eighth Street Round House. A new round house for passenger engines, containing eighteen stalls, is now in course of erection on the south side of the passenger tracks immediately west of Thirty-third Street.

At East Liberty, new crossing frogs and a complete set of interlocking switches were placed in the main track for the exclusive use by freight trains of the two new north tracks, from East Liberty to Union Depot, and two new tracks were built from Thirty-third Street to the Union Depot, on the south side of the yard, for the exclusive use of passenger trains. The siding tracks in the Pittsburgh yard were remodelled for the purpose of separating east and west bound freight, giving an east bound freight yard, from Thirty-third Street to Twenty-eighth Street, and a west bound freight yard, from Twenty-eighth Street to Fourteenth Street.

A new combined passenger and freight station, 35 by 143 feet, was built at Irwins.

A new engine house, 40 by 60 feet, was rebuilt at Springdale on the Western Pennsylvania Division.

The new line from Eagle to Green Tree was completed and opened for use. By the change of line between these two points, a reduction of  $\frac{24}{100}$  miles in distance was made, and 648 degrees in curvature eliminated. The third track was extended from the junction of the new line near Malvern to a point east of Berwyn passenger station.

The eastern connection with the East Brandywine and Waynesburg Railroad east of Downingtown, was completed and put in use on May 1st.

The new line from Ronk's Mills east of Bird-in-Hand to the Big Conestoga, was completed December 1st. This change saves  $\frac{18}{100}$  miles in distance, and 244 degrees in curvature.



The branch to connect the Main Line of the Pennsylvania Railroad, near Brinton's station, with the Pittsburgh, Virginia and Charleston Railroad, was laid with double track of steel rail, from the junction to the north end of bridge over the Monongahela River, at Port Perry, and the connection completed November 15th.

On September 12th, a connection with the Ligonier Valley Narrow Gauge Railroad was made at Latrobe with the Main Line.

The only serious accident to trains occurred on the Western Pennsylvania Division, July 23d, during the time the through passenger trains were run via that division in consequence of the destruction of station property, and the disarrangement of the tracks at Pittsburgh by the mob; by this accident four passengers were killed.

#### UNITED RAILROADS OF NEW JERSEY DIVISION.

The earnings of the Main Line, and Branches were as follows :

From freight, . . . . .	\$3,868,582 82	
“ passengers, . . . . .	3,684,393 56	
“ express, . . . . .	215,706 68	
“ mails, . . . . .	116,629 44	
“ miscellaneous, . . . . .	178,815 08	
	<hr/>	\$8,064,127 58

And the expenses were :

Conducting transportation, . . . . .	\$2,543,356 35	
Motive power, . . . . .	1,422,579 96	
Maintenance of cars, . . . . .	474,306 21	
Maintenance of way, . . . . .	1,240,202 20	
General expenses, . . . . .	69,649 76	
	<hr/>	5,750,094 48
		<hr/>
		\$2,314,033 10

Deduct interest on equipment :

Belvidere Delaware Railroad, . . . . .	38,516 27	
	<hr/>	
Net earnings for 1877, . . . . .	\$2,275,516 83	
Net earnings for 1876, . . . . .	4,925,137 40	
	<hr/>	
Decrease, . . . . .	\$2,649,620 57	
	<hr/>	

COMPARATIVE STATEMENT OF EXPENSES OF THE SEVERAL  
DEPARTMENTS.

	Conducting Transportat'n	Motive Power.	Maintenance of Cars.	Maintenance of Way.	General Expenses.	Totals.
1876.....	\$2,818,524 22	\$1,919,780 01	\$554,554 07	\$1,556,483 95	\$67,445 92	\$6,916,788 17
1877.....	2,543,356 5	1,422,579 96	474,306 21	1,240,202 20	69,649 76	5,750,094 48
Increase.....					2,203 84	
Decrease.....	275.16 87	497,200 05	80 247 86	316,281 75		1,166,693 69
Percentage...	9.76	25.90	14.47	20.22	3.27	16.57

The total gross earnings decreased \$3,803,326.84 or 32 per cent. The passenger receipts decreased 50 per cent., and the freight 21 $\frac{1}{2}$  per cent.

In making the comparison with 1876, a large reduction in the receipts from passengers on the United Railroads of New Jersey Division must be expected. The proper basis, however, for determining the actual condition of the business in 1877, would be a comparison with 1875, which shows a decrease of \$941,743.79 in passenger receipts, due to the reduction in rates of fare, to the travel diverted to the competing line to New York (Bound Brook route) and the general and prolonged depression in business.

The expenses decreased \$1,166,693.69, or 16 $\frac{87}{100}$  per cent. This large reduction was due to the improvement made in the road and equipment in previous years, placing them in better condition than ever before, and reducing the annual expenditures for repairs.

The passenger travel between New York and Philadelphia is of such a nature that in order to maintain it, a number of express trains must be run, and a decrease of business does not warrant a sufficient change in the train service to make the expenses show a decrease, corresponding to the decreased travel, while with an increase of business, the expenses remain about the same. This was fully demonstrated in the movement of the passenger traffic between the two cities during the Centennial year, by the total increase in expenses of only \$332,068.71, and that, too, when large amounts expended in permanent improvement of the road were included in the operating expenses.

The following statement exhibits the number of passengers carried and the number of miles travelled :

NUMBER OF PASSENGERS CARRIED ON UNITED RAILROADS OF  
NEW JERSEY DIVISION.

	1877.	1876.	Increase.	Decrease.	Percentage.
First-class passengers.....	4,782,843	8,122,184	.....	3,339,341	41.11
Emigrant passengers.....	29,575	42,306	.....	12,731	30.09
Commutation passengers.....	2,572,307	2,581,300	.....	8,993	0.35
Totals.....	7,384,725	10,745,790	.....	3,361,065	31.28

MILEAGE.

	1877.	1876.	Increase.	Decrease.	Percentage.
First-class passengers.....	108,710,748	275,261,040	.....	166,550,292	60.50
Emigrant passengers.....	477,196	3,606,560	.....	1,129,364	31.31
Commutation passengers.....	31,945,024	33,603,459	.....	1,658,435	4.93
Totals.....	143,132,968	312,471,059	.....	169,338,091	54.20

There was a decrease of  $31\frac{28}{100}$  per cent. in the number of passengers carried, and  $54\frac{20}{100}$  per cent. in the miles travelled. This falling off was principally due to the absence of the extraordinary travel as compared with that to and from the Centennial Exhibition in 1876.

The following statements show the number of tons moved, and tonnage mileage compared with 1876 :

FREIGHT BUSINESS—UNITED RAILROADS OF NEW JERSEY.

	1877.	1876.	Increase.	Decrease.	Percentage.
Tons of through freight eastward.....	787,020	802,949	.....	15,929	1.98
Tons of through freight westward.....	373,513	420,706	.....	47,193	11.22
Tons of local freight eastward.....	2,419,316	2,295,669	123,647	.....	5.34
Tons of local freight westward.....	382,674	393,648	.....	10,974	2.79
Total.....	3,962,523	3,912,972	123,647	74,096	.....
Net increase.....	.....	.....	49,551	.....	1.27

## MILEAGE.

	1877.	1876.	Increase.	Decrease.	Percentage.
Mileage of through freight eastward.....	69,214,408	70,609,070		1,394,662	1.98
Mileage of through freight westward.....	33,109,672	37,300,427		4,190,755	11.24
Mileage of local freight eastward.....	139,327,047	128,625,525	10,701,522		8.32
Mileage of local freight westward.....	14,482,972	15,071,452		588,480	3.90
Total.....	256,134,099	251,606,474	10,701,522	6,173,897	
Net Increase.....			4,527,625		1.79

There was an increase of  $1\frac{2}{10}\frac{7}{0}$  per cent. in the number of tons moved, and  $1\frac{7}{10}\frac{9}{0}$  per cent. in the tonnage mileage. The local freight mileage eastward shows an increase of  $8\frac{3}{10}\frac{2}{0}$  per cent. The riots of July materially affected the through business, the freight being entirely blockaded for ten days.

## MOVEMENT OF LOADED CARS ON UNITED RAILROADS OF NEW JERSEY DIVISION.

Stations.	Direction.	1877.	1876.	Increase.	Decrease.	Percentage.
Mantua.....	Eastward.....	141,528	149,794		5,266	3.52
Mantua.....	Westward.....	56,197	58,032		1,835	3.16
Trenton.....	Eastward.....	243,420	314,679		71,259	22.65
Trenton.....	Westward.....	71,474	97,092		25,618	26.39
Phillipsburg Junction.....	Eastward.....	85,734	106,830		21,096	19.75
Phillipsburg Junction.....	Westward.....	4,372	3,984	388		9.74
Jersey City.....	Eastward.....	124,066	118,584	5,482		4.62
Jersey City.....	Westward.....	73,946	76,439		2,493	3.26
South Amboy.....	Eastward.....	114,541	100,876	13,665		13.55
South Amboy.....	Westward.....	2,242	2,683		441	16.44
Camden.....	Eastward.....	19,487	23,114		3,627	15.69
Camden.....	Westward.....	20,056	23,907		3,851	16.11

## MAINTENANCE OF WAY.

## STATEMENT OF TRACKS AND SIDINGS LAID DURING 1877.

	Miles.	Feet.	Miles.	Feet.
<b>Sidings:</b>				
New York Division.....		4,480		
Amboy Division.....		885		
Belvidere Division.....		1,064		
			1	1,149
<b>Less track removed:</b>				
New York Division.....		2,368		
Amboy Division.....		528		
				2,896
				3,533
Private sidings, New York Division.....				55
				3,588
Less private sidings removed, New York Division.....				375
Total additional length of track, including individual sidings.....				3,213

## STATEMENT OF TRACK MATERIAL USED DURING 1877.

	Steel Rails.		Iron Rails.		Spikes.	Splices.	Cross Ties.
	Tons.	Lbs.	Tons.	Lbs.	Pounds.	Pairs.	Number.
<b>NEW YORK DIVISION:</b>							
Main Line.....	720	269	86	22	109,588	8,923	97,917
Philadelphia and Trenton Railroad.....	141	1,680	7		43,654	4,361	46,933
Perth Amboy Branch.....			50	493	2,571	296	5,695
Millstone Branch.....			80	1,344	3,700	277	4,411
Rocky Hill Branch.....			60	67	3,068	200	2,391
Princeton Branch.....			9	1,434	4,925	62	2,877
Frankford and Holmesburg Branch.....					1,000		1,910
<b>Totals.....</b>	<b>870</b>	<b>1,949</b>	<b>293</b>	<b>1,120</b>	<b>173,181</b>	<b>14,119</b>	<b>162,134</b>
<b>AMBOY DIVISION:</b>							
Main Line.....	494	1,232	1	448	66,425	6,434	40,864
Camden and Burlington County R. R.....	144	2,083	2	2,217	24,488	1,136	12,540
Pemberton and Hightstown Railroad.....					5,618		5,896
Vincentown Branch.....					1,050	93	832
Medford Branch.....					3,075		2,145
Columbus, Kinkora & Springfield R. R.....					1,350		814
<b>Totals.....</b>	<b>639</b>	<b>1,075</b>	<b>4</b>	<b>425</b>	<b>102,006</b>	<b>7,663</b>	<b>63,091</b>
<b>BELVIDERE DIVISION:</b>							
Main Line.....	363	1,366	63	1,165	62,536	1,581	63,230
Flemington Railroad.....					3,885		5,865
Mercer and Somerset Railway.....					6,064		9,251
<b>Totals.....</b>	<b>363</b>	<b>1,366</b>	<b>63</b>	<b>1,165</b>	<b>73,385</b>	<b>1,581</b>	<b>78,346</b>
<b>Grand totals, 1877.....</b>	<b>1,873</b>	<b>2,150</b>	<b>361</b>	<b>470</b>	<b>349,572</b>	<b>23,363</b>	<b>303,571</b>
<b>Grand totals, 1876.....</b>	<b>3,838</b>	<b>2,072</b>	<b>369</b>	<b>293</b>	<b>476,370</b>	<b>44,934</b>	<b>326,564</b>
<b>Decrease.....</b>	<b>1,964</b>	<b>2,162</b>	<b>7</b>	<b>2,063</b>	<b>127,808</b>	<b>21,566</b>	<b>22,993</b>

In addition to the preceding, the following material was used in construction:

## New York Division, Main Line:

Spikes, . . . . . 450 pounds.  
 Cross-ties, . . . . . 33

## Belvidere Division, Main Line:

Iron rails, . . . . . 12 tons, 380 pounds.  
 Steel rails, . . . . . 134 "  
 Spikes, . . . . . 900 "  
 Splices, . . . . . 46 pairs.  
 Cross-ties, . . . . . 380

## TOTAL NUMBER OF MILES OF SINGLE TRACK IN USE JANUARY 1, 1878.

Main Line, including sidings, . . . . .	609 miles, 4,816 feet.
Branches owned, . . . . .	138 " 518 "
Private sidings, . . . . .	3 " 4,296 "
Total, . . . . .	751 " 4,350 "

The bridges, wharves, and buildings on the entire division, were maintained in good order.

A new iron bridge, with the exception of the draw, was erected at Newark over the Passaic River.

A new iron bridge was erected near Holmesburg, over the Pennypack Creek, and work commenced for the renewal with iron, of the bridge at New Brunswick, over the Raritan River.

Three overhead bridges of iron at Trenton, were erected in place of wood.

Extensive repairs were made to the trestle at Harsimus Cove.

The work on the new cut at Bergen Hill, was continued. The reduction in cost of labor afforded an opportunity to carry this improvement forward at reduced expense, and at the same time to secure ballast for the Main Line, between New York and Philadelphia, leading to greater economy in the maintenance of track, and contributing to the comfort of the patrons of the road.

The junction at East Newark was improved by the re-adjustment of the line at that place, and the interlocking system of signals in connection with switches put in operation at Frankford Junction.

On the Amboy Division, the bridge across the Crosswicks Creek was almost entirely renewed, and a new draw placed in the bridge over the Rancocas Creek, at Mount Holly.

On the Belvidere Division, the draw bridge over the canal at Coal Port, Trenton, was renewed, and a bridge at Milford built to replace the culvert washed out by the storm in October.

The number of steamboats, tugs, car floats, &c., in the service, January 1, 1878, was as follows:

Passenger steamboats, . . . . .	9
Freight " . . . . .	2
Tugs, . . . . .	6
Barge, . . . . .	1
Car floats, . . . . .	23
Total, . . . . .	41

The steamboats "John Stevens" and "Calden," were sold, thus reducing the number of vessels to 41 compared with 43 on January 1, 1877.

During the year two of the ferry boats were rebuilt, a new boiler placed in the steamer "Richard Stockton," and all the vessels received the necessary repairs and are now in good condition.

The ferry boats made 164,753 trips across the river, between New York and Jersey City, carrying 12,553,040 passengers, without damage to boats from collision or injury to passengers.

In September, Captain Charles A. Woolsey, who had filled the position of Superintendent of Ferries for a period of 32 years, died and his son, Captain Charles W. Woolsey, was appointed to succeed him.

In July, an arrangement was made with General Daniel Butterfield for a connection by his line of ferry boats with the passenger trains of your line at Jersey City, for the transfer of passengers between that place and Brooklyn, thus avoiding the crossing of two ferries, and the passing through the City of New York. This transfer line is known as the Brooklyn Annex, and brings the City of Brooklyn into direct communication with your lines.

Mr. J. T. Richards was appointed Engineer Maintenance of Way in the month of June, in place of George D. Howell, dismissed from the service.

No passengers in the cars of the trains on either the New York or Amboy Divisions, and none in the trains on the Belvidere Division were injured, except at the accident caused by the washing away of a culvert at Milford Creek by a freshet in the month of October. Six lives were lost in this accident. The Coroner's jury, after investigating the causes, rendered a verdict exonerating the Company from liability.

There were 669,349 tons of bituminous and gas coal, and 761,961 tons of anthracite coal shipped over the piers at South Amboy.

## PHILADELPHIA AND ERIE RAILROAD.

For the year ending December 31st, 1877, the gross earnings were as follows :

From general freight, . . .	\$2,638,697 55	
“ miscellaneous freight, . .	77,038 01	
		<u>\$2,715,735 56</u>
“ first-class passengers, . .	\$371,153 44	
“ emigrant passengers, . . .	1,409 12	
“ express, . . . . .	36,694 94	
“ mails, . . . . .	30,205 09	
“ miscellaneous, . . . . .	17,794 55	
		<u>457,257 14</u>
		<u>\$3,172,992 70</u>

And the expenses were :

Conducting transportation, . .	\$650,009 80	
Motive power, . . . . .	562,740 27	
Maintenance of cars, . . . .	269,931 80	
Maintenance of way, . . . . .	566,945 47	
		<u>2,049,627 34</u>
		<u>\$1,123,365 36</u>

Deduct interest on equipment, materials, machinery,  
and tools, . . . . . 239,189 90

Net earnings, 1877, . . . . .	\$884,175 46
Net earnings, 1876, . . . . .	920,547 22
	<u>Decrease, . . . . . \$36,371 76</u>

## COMPARATIVE STATEMENT OF EXPENSES.

	Conducting Transportat'n.	Motive Power.	Maintenance of Cars.	Maintenance of Way.	Total.
1876.....	\$669,941 47	\$641,642 79	\$250,154 96	\$628,706 70	\$2,188,445 92
1877.....	650,009 80	562,740 27	269,931 80	566,945 47	2,049,627 34
Increase.....			\$19,776 84		
Decrease.....	\$19,931 67	\$78,902 52		\$59,761 23	\$138,818 58
Percentage.....	2.08	12.30	7.91	9.54	6.34



There was a decrease of  $5\frac{4}{10}$  per cent. in the gross earnings,  $\frac{7}{10}$  of one per cent. in the freight earnings, and 29 per cent. in the passenger earnings, and the expenses decreased  $6\frac{3}{10}$  per cent. or \$138,818.58.

The following statement exhibits the number of passengers carried and miles travelled:

NUMBER OF PASSENGERS CARRIED ON PHILADELPHIA AND ERIE RAILROAD DIVISION.

	1877.	1876.	Increase.	Decrease.	Per-centage.
First-class passengers.....	470,807	600,319	.....	198,512	29.65
Emigrant passengers.....	2,271	903	1,368	.....	151.50
Commutation passengers.....	20,098	21,339	.....	1,241	5.81
Total .....	493,176	691,561	.....	198,385	28.68

MILEAGE.

	1877.	1876.	Increase.	Decrease.	Per-centage.
First-class passengers.....	12,043,953	21,981,506	.....	9,937,552	45.21
Emigrant passengers.....	87,818	100,421	.....	12,603	12.56
Commutation passengers.....	334,470	343,687	.....	9,217	2.65
Total.....	12,466,241	22,425,613	.....	9,959,372	44.44

The reduction in passenger mileage was  $44\frac{44}{100}$  per cent., and was due to the fact that in 1876 the mileage largely increased by the travel to and from the Centennial Exhibition.

The following statement exhibits the number of tons moved, and tonnage mileage:

FREIGHT BUSINESS—PHILADELPHIA AND ERIE RAILROAD DIVISION.

	1877.	1876.	Increase.	Decrease.	Percentage.
Tons of through freight eastward.....	351,780	434,972	.....	83,192	19.13
Tons of through freight westward.....	199,026	141,221	57,805	.....	40.93
Tons of local freight eastward.....	1,266,371	1,272,403	.....	6,032	0.47
Tons of local freight westward.....	864,273	668,874	195,399	.....	29.21
Total.....	2,681,450	2,517,470	253,204	89,224	.....
Net increase.....	.....	.....	163,980	.....	6.51

## MILEAGE.

	1877.	1876.	Increase.	Decrease.	Percentage.
Mileage of through freight eastward.....	101,312,896	126,271,836	.....	23,958,941	19.13
Mileage of through freight westward.....	57,319,114	40,671,600	16,647,514	.....	40.93
Mileage of local freight eastward.....	116,134,081	119,786,970	.....	3,652,889	3.05
Mileage of local freight westward.....	60,961,051	54,660,297	6,300,754	.....	11.53
Total.....	3 5,727,141	340,390,703	22,948,268	27,611,830	.....
Net decrease.....				4,663,562	1.37

The total tonnage moved, exclusive of Company's material, was 2,681,450 tons, with a tonnage mileage of 335,727,141, an increase in the former, over 1876, of  $6\frac{5}{10}\frac{1}{0}$  per cent., and a decrease in the latter of  $1\frac{2}{10}\frac{7}{0}$  per cent.

The total tonnage mileage of the through and local eastward traffic was 217,446,976, and the through and local westward was 118,280,165.

There was an increase of  $40\frac{9}{10}\frac{3}{0}$  per cent. in through westward traffic, and an increase of  $11\frac{5}{10}\frac{3}{0}$  per cent. in the local freight westward, which shows a gratifying improvement in the tonnage of the line. This was caused principally by the increase in coal shipments West.

MOVEMENT OF LOADED CARS ON PHILADELPHIA AND ERIE  
RAILROAD DIVISION.

Stations.	Direction.	1877.	1876.	Increase.	Decrease.	Percentage.
Renovo.....	Eastward.....	89,024	94,941	.....	5,917	12.75
Renovo.....	Westward.....	48,986	40,464	8,222	.....	23.19
Kane.....	Eastward.....	47,892	59,910	.....	12,018	20.00
Kane.....	Westward.....	35,784	31,738	4,046	.....	12.75

There was an increased movement of loaded cars of 14,049, or  $76\frac{5}{10}$  per cent. in the interchange of traffic with the Buffalo, New York and Philadelphia Railroad at Emporium, caused by increased shipments of coal from Low Grade Division, Allegheny Valley Railroad, and by general merchandise from the East for points on

the Buffalo, New York and Philadelphia Railroad. The interchange with the Low Grade of the Allegheny Valley Railroad at Driftwood, shows an increase of  $23\frac{2}{10}$  per cent., or 6,986 loaded cars over 1876, on account of the increase of soft coal shipments from the mines on the Low Grade Division of the Allegheny Valley Railroad. There was an increase to and from the Dunkirk, Allegheny Valley and Pittsburgh Railroad, due to the soft coal tonnage from the Northwest Mining and Exchange Company over the line of the Daguseahonda Railroad, and forwarded by the Dunkirk, Allegheny Valley and Pittsburgh Railroad to Buffalo and Canada. The increase in the loaded cars over 1876, was 2,808, or 360 per cent.

The extension of sidings has been 6,367 feet, as follows:

At Warren, . . . . .	1,315 feet.
" Kane, . . . . .	900 "
" St. Mary's, . . . . .	188 "
" Sterling, . . . . .	366 "
" Driftwood, . . . . .	300 "
" Renovo, . . . . .	210 "
" Williamsport, . . . . .	3,088 "
	<u>6,367 "</u>

Less sidings removed, as follows:

At Warren, . . . . .	456 feet.
" East of Warren, . . . . .	358 "
" Rathbun, . . . . .	300 "
" Williamsport, . . . . .	530 "
	<u>1,644 feet.</u>
Total extension of Company's sidings,	4,723 "
Private sidings laid and extended,	1,659 "
	<u>6,382 "</u>

Length of main track, . . . . .	287.49 miles.
" second track, . . . . .	28.85 "
" Company's siding, . . . . .	108.50 "
" private sidings, . . . . .	15.31 "
	<u>440.15 "</u>

Total length of track in use January

1, 1878, . . . . .	<u>440.15 "</u>
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The following quantities of new material have been used and charged to repairs of track during the year :

Where Used.	Steel Rails. Tons.	Iron Rails. Tons.	Splice- Joints. Number.	Spikes. Pounds.	Cross- Ties. Number.	Switch Timber. Lin.feet.	Frogs. Number
<b>WESTERN DIVISION.</b>							
Erie to Kane.....	1,166	25	5,354	24,893	26,516	3,920	6
<b>MIDDLE DIVISION.</b>							
Kane to Renovo.....	1,807	.....	7,325	51,325	61,041	13,165	26
<b>EASTERN DIVISION.</b>							
Renovo to Sunbury.....	2,183	.....	9,495	63,827	68,269	22,192	19
<b>Total.....</b>	<b>5,156</b>	<b>25</b>	<b>22,174</b>	<b>140,045</b>	<b>156,726</b>	<b>39,277</b>	<b>51</b>

In addition to the above, there were used by Construction Department for new work :

Iron rails, tons, -	-	-	-	51
Spikes, pounds, -	-	-	-	6,122
Switch timber, lineal feet,	-	-	-	2,430
Cross-ties, number,	-	-	-	1,282
Frogs, number, -	-	-	-	7
Splices, number,	-	-	-	245

#### MAINTENANCE OF WAY.

The track work, bridges, culverts, etc., received careful attention, and all necessary repairs and renewals were made.

The superstructures of nine Stringer bridges were rebuilt, and all the bridges on the line carefully inspected and properly repaired.

A new brick freight station was erected at Williamsport, 33 by 133 feet, with necessary platforms for the receipt and delivery of freight, and the old building taken down and removed to Muncy for a station building.

During the months of September, October, and a portion of November, the freight traffic was unprecedentedly large, taxing the road and its staff of officers and employes to the utmost. About this time there were several serious accidents, resulting in the death of seventeen passengers.

Mr. E. B. Westfall was appointed Superintendent of the Middle Division on May 15th, vice Mr. Edmund L. Tyler, resigned.

## MOTIVE POWER.

The following statement shows the locomotive and tonnage mileage of 1877, as compared with 1876 :

	1877.	1876.	Increase.	Decrease.	Percentage.
<b>PENNSYLVANIA RAILROAD DIVISION.</b>					
Mileage of freight engines.....	10,820,365	12,324,705	.....	1,504,340	12.20
Tons one mile.....	1,494,798,198	1,629,742,021	.....	134,943,823	8.28
<b>UNITED RAILROADS OF NEW JERSEY DIVISION.</b>					
Mileage of freight engines.....	2,327,253	2,424,325	.....	97,072	4.00
Tons one mile.....	256,134,099	251,606,474	4,527,625	.....	1.79
<b>PHILADELPHIA AND ERIE RAILROAD DIVISION.</b>					
Mileage of freight engines.....	1,786,437	1,885,471	.....	99,034	5.25
Tons one mile.....	335,727,141	340,390,703	.....	4,663,562	1.37
<b>Total</b>					
Mileage of freight engines.....	14,934,055	16,634,501	.....	1,700,446	10.22
Tons one mile.....	2,086,659,438	2,221,739,198	.....	135,079,760	6.08

The above statement exhibits continued improvement in the loads of engines, for while the total tonnage mileage decreased 6.8 per cent, the total mileage of locomotives decreased 10.22 per cent.

The following statement shows the general average cost per hundred miles run for repairs to locomotives :

	1876.	1877.	Increase.	Decrease.
Pennsylvania Railroad Division.....	5.87	5.43	.....	.44
United Railroads of New Jersey Division.....	6.73	6.11	.....	.62
Philadelphia and Erie Railroad Division.....	5.58	5.80	.22	.....
<b>Total.....</b>	<b>6.04</b>	<b>5.62</b>	.....	<b>.42</b>

The increase in the cost per mile run for repairs on the Philadelphia and Erie Railroad Division was due to the rebuilding of three new locomotives at Renovo. The decrease on the Pennsylvania Railroad and United Railroads of New Jersey Division was owing to the general good condition of the locomotives in service, requiring but slight repairs.

The following statement comprises the entire rolling stock on the various lines January 1st, 1878 :

## LOCOMOTIVES.

Pennsylvania Railroad Division, . . . .	674
United Railroads of New Jersey Division, . . . .	254
Philadelphia and Erie Railroad Division, . . . .	154
<b>Total number of locomotives, . . . .</b>	<b>1,082</b>

## PASSENGER EQUIPMENT.

CLASS.	Pennsylvania Railroad Division.	United Railroads of New Jersey Division.	Philadelphia and Erie Railroad Division.	Totals.
Passenger.....	284	309	37	630
Emigrant.....	127	38	6	171
Baggage.....	62	26	12	100
Mall.....	18	5		23
Express.....	61	6	9	76
<b>Totals.....</b>	<b>552</b>	<b>384</b>	<b>64</b>	<b>1,000</b>

## FREIGHT EQUIPMENT.

CLASS.	Pennsylvania Railroad Division.	United Railroads of New Jersey Division.	Philadelphia and Erie Railroad Division.	Totals.
Box.....	3,228	861	953	5,042
Stock.....	1,939	103	98	2,140
Gondola.....	5,813	670	2,232	8,721
Eight-wheel coal.....	1,387	609		1,996
Four-wheel coal.....		1,004		1,004
Eight-wheel marl.....		242		242
Four-wheel marl.....		205		205
Eight-wheel cabin.....	2	15	31	48
Four-wheel cabin.....	299	67	34	400
<b>Totals.....</b>	<b>12,668</b>	<b>3,782</b>	<b>3,348</b>	<b>19,798</b>

## SUMMARY.

DIVISION.	Passenger Equipment.	Freight Equipment.	Maintenance of Way Equipment.	Totals.
Pennsylvania Railroad.....	552	12,068	1,173	14,393
United Railroads of New Jersey.....	384	3,782	531	4,697
Philadelphia and Erie Railroad .....	64	3,349	374	3,786
Totals .....	1,000	19,798	2,078	22,676

In addition to the equipment in the above statement, there were also 17,937 cars running over your lines owned by individuals and Companies, including 1,000 Railway Equipment Trust cars, 2,500 Car Trust, 3,406 Empire Car Trust, and 1,308 Tank Car Trust cars.

Twenty-four locomotives were rebuilt to fill that number made vacant, twenty-one of which were built at the shops at Altoona and three at Renovo. One Class "H." locomotive was built at Altoona for the International Navigation Company.

Five passenger cars, two combined passenger and baggage, three baggage and three postal cars, were rebuilt at Altoona, and two passenger cars at Renovo, to fill vacant numbers. Two postal cars were built at Altoona for the Vandalia Line, and two for the Pittsburgh, Cincinnati and St. Louis Railway Company.

There were rebuilt at Altoona shops, 228 box cars, 250 gondolas, 10 cabin cars, and at Renovo, 94 box and 147 gondola, making a total of 729 cars built to fill vacant numbers in the freight equipment; and there were also built at Altoona, 1,000 gondola and 500 box cars for the Car Trust of Pennsylvania, and three box cars for the Pittsburgh, Virginia and Charleston Railway Company.

The freight equipment was increased by 17 four wheel cabin cars built at Altoona.

There were added to the passenger equipment 11 postal cars, built at Altoona to provide for increased mail service.

The passenger cars in shop for renewal, representing cars destroyed or out of service, were increased 46, there being 59 on January 1st, 1878, against 13 on January 1st, 1877. This increase was caused by the destruction at Pittsburgh in July, of 34 passenger

cars, 7 emigrant cars, 1 baggage, 2 postal, and 2 express cars, making a total of 46.

There were 2,063 cars in shops for renewal of the freight equipment, against 1,432, January 1st, 1877, an increase of 631, made up as follows:

Pennsylvania Railroad Division, increase, . . . 469

United Railroads of New Jersey Division, increase, . 249

Philadelphia and Erie Railroad Division, decrease, . 87

making a net increase of 631 cars, 506 of which were destroyed at Pittsburgh during the riots of July.

This increase in the vacant numbers is more than off-set by the charge, through the operating expenses, for the use of 3,500 Car Trust cars now in service on this line, which will eventually belong to your Company. The total amount paid, up to January 1st, 1878, on account of these cars, was \$698,046.99, of which \$360,061.99 was charged to expenses, and \$337,985 to interest account.

Owing to the destruction at Pittsburgh during the July riots, of 104 locomotives, that portion of the equipment was not in as good condition at the end of the year as on January 1st, 1877.

At the Altoona iron foundry there was an increase of 876 tons in the amount of castings manufactured, and the cost per pound decreased from  $1\frac{93}{100}$  cents to  $1\frac{80}{100}$  cents, or a reduction of  $6\frac{3}{10}$  per cent. At the wheel foundry there were 41,539 wheels manufactured in 1877, against 33,928 in 1876. This increase was largely due to orders for other lines. The wheels manufactured at Altoona compare very favorably with those purchased from other manufacturers. The average mileage for these wheels drawn from Pullman cars (which furnish the most severe tests) was 68,604 in 1877, an increase of  $11\frac{2}{10}$  per cent. over the average mileage of those drawn in 1876. There was a saving in wheels during 1877, of \$176,800.20, being the difference between the cost of manufacture by this Company and the prices charged by other manufacturers.

Of the entire locomotive equipment, January 1st, 1878, fifty-nine per cent. were standard, compared with  $56\frac{6}{10}$  per cent., January 1st, 1877.



On the Pennsylvania Railroad Division, the number of freight cars per engine increased from  $22\frac{2}{10}$  cars in 1876, to  $22\frac{8}{10}$  cars in 1877; on the United Railroads of New Jersey Division, from  $23\frac{5}{10}$  cars to  $25\frac{5}{10}$  cars, and on the Philadelphia and Erie Railroad Division, from  $28\frac{8}{10}$  cars to  $29\frac{4}{10}$  cars, with a decreased consumption of coal per car per mile in each case. The statements giving this information in detail, will be found published with the Comptroller's report.

On the Pennsylvania Railroad Division, there was a decrease in the number of pounds of coal consumed per car per mile of  $2\frac{4}{10}$  per cent., and an increase of  $\frac{1}{10}$  per cent. in the number of tons hauled per car.

On the United Railroads of New Jersey Division there was a decrease of  $8\frac{8}{10}$  per cent. in the consumption of coal, and an increase of  $3\frac{4}{10}$  per cent. in number of tons per car, and on the Philadelphia and Erie Division the decrease in coal was  $4\frac{7}{10}$  per cent., and the increase in tons per car was  $2\frac{3}{10}$  per cent., exhibiting a decided improvement in the economical use of fuel, with increased lading of cars and increased number of cars per train.

The system of awarding premiums to enginemen and firemen for saving in fuel, was continued with good results.

The cost per mile of repairs to passenger cars, shows a slight increase in 1876, owing to the constant use of the cars in that year, producing such a large mileage.

The cost per mile run of freight car repairs, shows a reduction of from  $\frac{27}{100}$  cents per mile on Pennsylvania Railroad Division in 1876, to  $\frac{19}{100}$  cents in 1877, and from  $\frac{62}{100}$  cents on the United Railroads of New Jersey Division to  $\frac{51}{100}$  cents. On the Philadelphia and Erie Railroad Division there was an increase from  $\frac{40}{100}$  cents to  $\frac{41}{100}$  cents per mile.

The shops at Altoona were closed on account of the strike, from July 23d to the 28th, inclusive, and a large number of the shop men were sworn in as special police, and rendered valuable services in maintaining order and preventing destruction of property.

## CONSTRUCTION AND EQUIPMENT.

The following statement comprises the amounts expended for construction and equipment for all purposes, on all the divisions during the year :

United Railroads of New Jersey Division,	.	.	\$84,695	20
Pennsylvania Railroad, proper,	.	.	734,593	87
Delaware Extension,	.	.	28,614	91
Branch Roads,	.	.	184,644	11
Equipment,	.	.	75,489	67
Real estate, N. J.,	.	.	\$77,688	16
Real estate, P. R. R.,	.	.	141,252	16
			<u>218,940</u>	<u>32</u>
Total,	.	.	<u>\$1,326,978</u>	<u>08</u>

On the United Railroads of New Jersey Division the item of \$84,695.20 represents the cost of rebuilding Centre Street Bridge, Newark, N. J., and the bridge over the Pennypack Creek near Holmesburg Junction, completing new station house at Rahway, and the purchase of additional right of way. One half the cost of the bridges named was charged to Construction and Equipment, and the balance to Repairs.

On the Pennsylvania Railroad Division proper, the amount of \$734,593.87 represents the expenditure made in the completion of the passenger station at West Philadelphia, the laying of additional passenger tracks at West Philadelphia, the completion of the new line from Eagle to Green Tree, the completion of the new line at Bird-in-Hand, the purchase of additional right of way, the payment to the Empire Transportation Company for machinery, shops, engine houses, stations, and warehouses, and the payment of one-half the cost of rebuilding the Rockville Bridge.

Inasmuch as the new double track bridge at Rockville provides double facilities for the running of trains, and more than replaces in value the old structure, thus making an important betterment, it was determined to charge one-half of the cost of this bridge to construction and equipment, and the remaining half to expenses.

The total cost of the bridge was \$300,000, and therefore \$150,000 was charged to construction and equipment and \$150,000 to expenses.

On the Delaware Extension, the amount of \$28,614.91 represents the expenditure for the extension of the double track at Swanson Street, Philadelphia, building of the ferry freight bridge at the Navy Yard, the improvements in Navy Yard tracks, scale tracks, Greenwich Extension, and right of way.

On Branch Roads, the item of \$184,644.11 includes the expenditure for the completion of the Columbia and Port Deposit Railroad, the extension of the Lewisburg, Centre and Spruce Creek Railroad, and the extension of the Southwest Pennsylvania Railway.

In the item of equipment, \$74,589.67 represents the cost of 11 new postal cars and 17 new freight cabin cars, and the difference between the inventory value and the cost of rebuilding equipment purchased from the United Railroads of New Jersey and Canal Company. When this equipment was purchased, the amount of the inventory value was charged direct to construction and equipment account Pennsylvania Railroad, and as the equipment was rebuilt, the difference between the inventory value and the cost of the new equipment charged to construction and equipment, and the balance to "repairs," United Railroads of New Jersey Division.

In the item of real estate, \$218,940.32, is included the real estate purchased from the Empire Transportation Company, and payments made for the cancellation of mortgages and ground rents.

#### GENERAL REMARKS.

On October 17th, your Company purchased the property and interest of the fast freight lines known as the "Empire Line" and "Green Line," owned by the Empire Transportation Company, and the business was thereafter transacted by your Company, with Frank J. Firth as General Manager of the "Empire Line," in charge of the general merchandise business, and Mr. W. J. Brundred as General Agent of the "Green Line," in charge of the oil business.

The Empire Transportation Company transferred its equipment, consisting of 3,406 cars, used for general merchandise traffic, to the

Philadelphia Safe Deposit, Trust and Insurance Company, in trust, to be leased to your Company at an annual rental; and 1,308 oil cars used in the oil traffic were transferred to the Pennsylvania Company for Insurance of Lives and Granting of Annuities, for the same purpose. These cars were taken into the Pennsylvania Railroad Equipment in the same manner as other car trust cars now in the service.

On April 1st, the lease of the Washington Street Elevator expired, and it was determined to operate that Elevator by your Company, instead of leasing it to outside parties.

The following statement shows the amount of business transacted at the Elevator during the year:

Receipts,	.	.	.	.	.	\$25,352 27
Expenditures,	.	.	.	.	.	18,809 93
Net earnings,	.	.	.	.	.	<u>\$6,542 34</u>

With a view to effecting economies in the most minute details of the management of your lines, a meeting of all the General and Division Superintendents in the organization, as also the Superintendents of the Northern Central Railway and the West Jersey Railroad, was called at West Philadelphia on May 15th, for the purpose of considering the question of reducing the number of printed blanks in use, by concentration of labor and the condemnation of obsolete reports. Committees were appointed to take up the blanks of each department, the Maintenance of Way, Motive Power, and Conducting Transportation. The work proved to be of very great magnitude, and required a series of meetings for discussion. After a long, tedious and laborious consideration by the respective committees, extending over a period of seven months, reports were made to a general meeting of all the members, on December 18th, recommending the discontinuance of such blanks as the committees found to be of no value, the condensation of and valuable improvement in many others, and the continuance of such as were found to be correct. As a result of this conference among the Superintendents, the blanks for all the Divisions will be made uniform, a thorough system of reports will be made from every

department, embracing important information, and a great saving effected in clerical labor and cost of stationery. The total number of blanks acted on by the various committees was 1815, and 738 of that number were abolished, reducing the total number of blanks in the service of the several departments to 1077.

The operations under the trackage contract of the coal traffic from the anthracite regions over the Lackawanna and Bloomsburg R. R. show a decrease in the receipts of \$35,553.31, and in the expenses, of \$26,291.91, making a net loss of \$9,261.40 in that branch of the business. The coal shipments from this region were suspended from July 22d to October 3d, in consequence of the riots of July and the stoppage of coal mining that resulted therefrom. The reduction in the expense of handling this traffic was largely owing to the assignment of four consolidation engines to this service, they having a greater hauling capacity than those heretofore in use.

Owing to the continued depression of business throughout the country, and the consequent necessity for economizing in railroad management, a reduction of ten per cent. in the compensation of all officials and employes in the service of the Pennsylvania Railroad Company was made, to take effect from the first of June. This measure of economy was adopted in preference to a reduction of the force, in order to avoid individual distress which would have undoubtedly followed the dismissal from the service of a large number of our train men. In the operation of your lines under this management employment is given to about 18,000 men. These men are, as a rule, steady and industrious, and have been with the Company for years, and, in a great measure, are permanently connected and closely identified with the Company's interests, and hence, in effecting economies in operating the line, it was the endeavor to take fully into consideration the welfare of those depending upon the compensation received from your Company for their support. The necessity for economizing did not exist with the Pennsylvania Railroad Company alone, but every railroad, industrial and commercial interest throughout the country pursued the same policy of economy, and therefore the reduction in wages was general. On the Baltimore and Ohio Railroad, at Martinsburg, the first attempt was made to resist this reduction, by the inauguration of a strike on the

part of locomotive firemen and brakemen in the service of that road, and from that beginning followed a general and prolonged strike such as was never before known in this country.

On Thursday, July 19th, some of the freight brakemen in the service of your Company at the Pittsburgh end of the road refused to go out with their trains, giving as their reason that the running of what is known as "double headers" (that is, two locomotives to one train) would largely reduce the forces, and that the dismissal from the service of a large number of their fellow workmen would follow. No serious apprehensions were entertained at the beginning of the outbreak, but as soon as the fact that a strike had taken place was known through the city, the few railroad men who were foremost in the movement were largely reinforced by the employes of the various manufactories of the city and the idle and vicious of the community, and by the evening of the 19th the striking railroad employes and their allies had taken complete possession of the railroad property and refused to permit freight trains to leave Pittsburgh. The local authorities were called upon to disperse the crowds, and proved unsuccessful, and the Sheriff of the County made requisition upon the Governor of the State for the militia, which was promptly forwarded, and reached Pittsburgh Saturday, July 21st. After the arrival of the troops an attempt was made to relieve the freight blockade in the city, which resulted in a collision between the mob and the troops, and several of the soldiers and participants in the mob were killed. The shops, round-houses, rolling stock, Union Depot, and Hotel, transfer station, and in fact all the property belonging to your Company, at Pittsburgh, except the Duquesne depot, was destroyed by fire, and the movement of freight entirely suspended for a period of ten days. The strike extended to Johnstown, Altoona, Harrisburg, Columbia, and Philadelphia, on the Main Line, and to the Western Division of the Philadelphia and Erie Railroad, but no property was destroyed or acts of violence committed at any of these points. In placing this account of the riots of July on record, it would be very gratifying to be able to exonerate all of our employes from blame; but while this statement cannot be made, it is a satisfaction to report that so many of our employes proved faithful in the discharge of the duties entrusted to them. Many of them volunteered to perform duties that were

hazardous to their lives, and others, amidst the threats and intimations of violent mobs, endeavored to restore quiet and order, and aided largely in the protection of property.

On the Philadelphia and Erie Railroad Division there was not so much detention or interruption in business from riots, but the general suspension in the movement of freight from connecting lines interfered materially with the business of that Division. On the 13th of August, owing to the discharge of a freight conductor by the Superintendent of the Western Division of the Philadelphia and Erie Railroad, a second strike ensued, preventing the movement of freight trains until the 15th of August.

On the United Railroads of New Jersey Division it was feared that a serious outbreak would occur. During the height of the excitement at Pittsburgh there were some indications of a strike at the Jersey City end of the line, but the wise and judicious counsels of the officers prevailed and averted any difficulty on that Division.

The year was an eventful one in the history of this Company; the energies, skill and judgment of every officer were taxed to the utmost in the endeavor to quell the disturbances where they existed, and to prevent them where they had not yet broken out, and in closing this report I desire to express my hearty appreciation of the able and zealous manner in which all the officers and loyal employes performed their respective duties.

Very respectfully,

FRANK THOMSON,  
*General Manager.*











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